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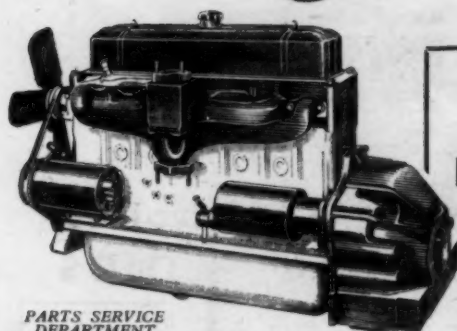


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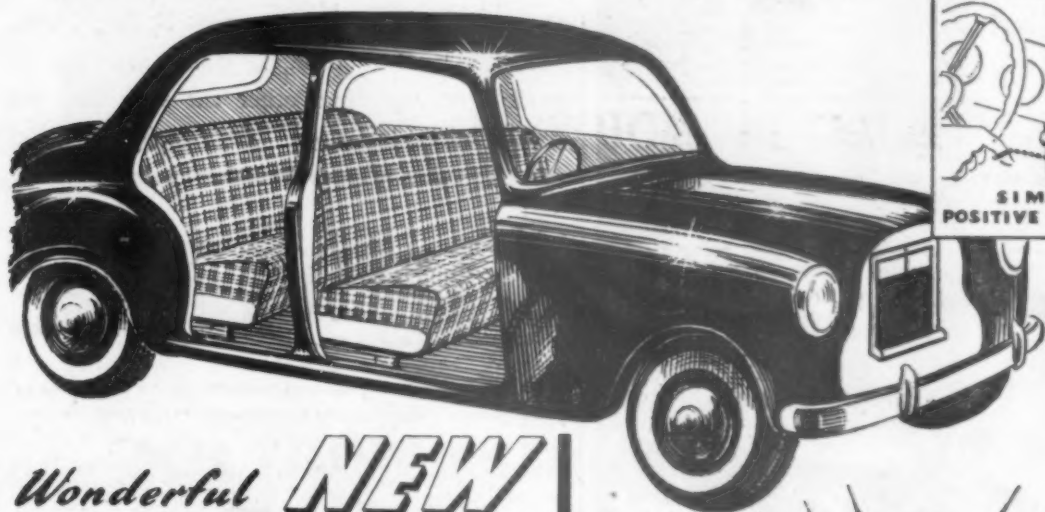
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MR. TROWBRIDGE has a problem

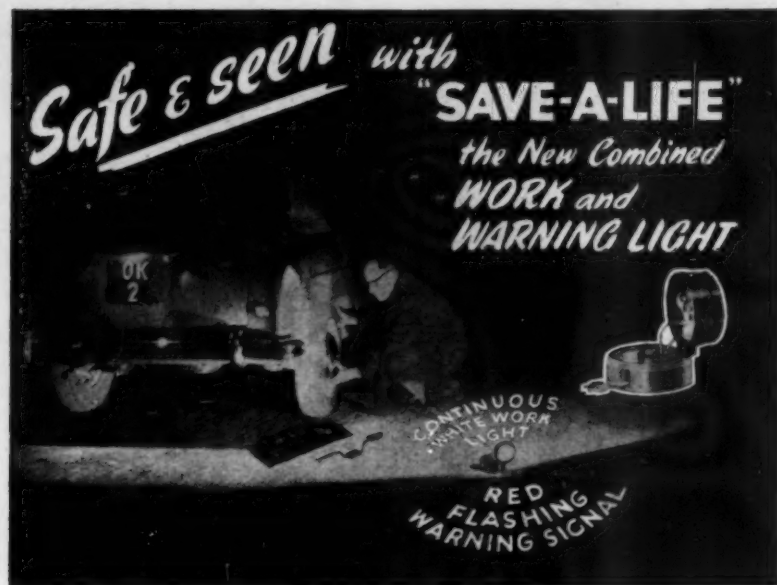
Mr. Trowbridge—active young director of a furniture concern. Lives with his wife and baby daughter in Richmond. All winter drives three mornings a week to the company factory in High Wycombe and then back to his office in the City. Owns a Mark VII and *has* to be certain the radiator will never freeze on frosty mornings.

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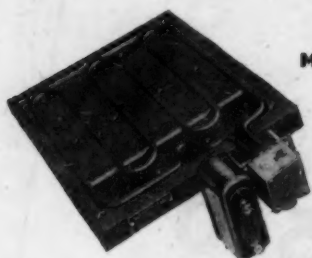
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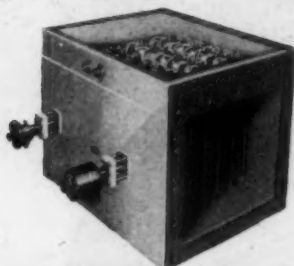
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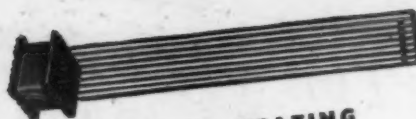
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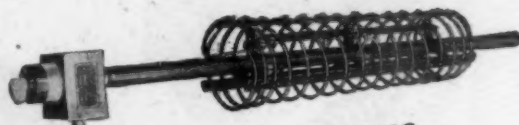
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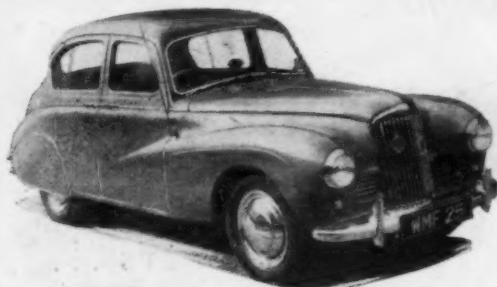
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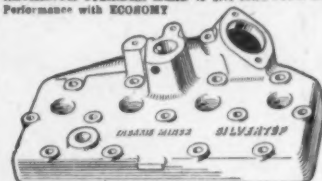
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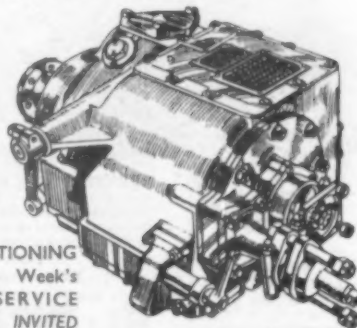
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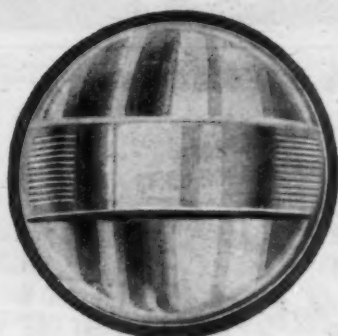
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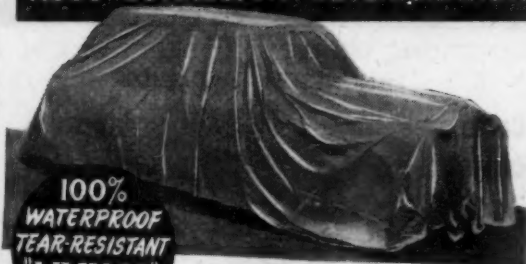


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The Autocar

FOUNDED 1895

No. 3035

Friday, 29 January 1954

Vol. 100

Local Boy Makes Good

PERHAPS the most gratifying result of this year's Monte Carlo Rally was the victory in the general classification of Monégasque Louis Chiron, the veteran racing driver, who has for many years striven to win the rally which centres on his home town. Chiron was driving an Italian Lancia with the new 2½-litre engine, and it is somewhat surprising to find that the Italian firm have produced as many as five hundred of these cars in a year, as the rally regulations demand. As recorded on a later page, the result has been thrown into doubt by protests lodged on aspects of the eligibility of the car declared the winner.

Second and third places in the large car category went to Mark VII Jaguars, a praiseworthy result in view of the handicap imposed on these large cars by the tortuous Monaco speed test circuit, and R. J. Adams earns particular praise by his polished performance in a Mark VII during the final test. Britain takes the team prize, awarded to Sunbeam-Talbot after being initially given also to Italy via Alfa Romeo.

For all its ease from most starting points, the road section of the rally fully maintained its epic character, but the two eliminating tests were sadly out of keeping; the fine crossing of the Maritime Alps, previously a grand procession of competing cars, deteriorated into an almost comic scene of cars alternately speeding or standing stationary for the minutes to tick by. The final round-the-houses speed test dragged on all day and proved only what has long been obvious—that it is impossible to devise competitions for the modern fast, reliable car without introducing danger and unduly favouring the iron-nerved racing driver.

All in all, it may be said that the Monte Carlo Rally organizers, like organizers elsewhere, have failed to solve the intractable rally problem, and to their credit must be accounted the fact that they are well aware of it.

Yellow Light

WE find the recent statements concerning yellow head lights somewhat puzzling. There is, said a Ministry of Transport official, no special merit in yellow light for the reduction of dazzle; moreover, on the same occasion it was said that the claim that greater visibility in fog resulted from a yellow beam might be regarded as "definitely disproved."

These things may well be, but it seems a pity that time and money should go on experiments to disprove the lesser claims for yellow light. For a long time drivers of *The Autocar* staff have regarded these claims as unsupportable, or, even if supportable, as evidence only of a very slight and probable individual advantage to the driver in question. Of late, we have instead tried to determine the advantage of using yellow lights in purely normal driving and, as readers are aware from references to the subject, some progress has been made in this direction. Not only have fairly pronounced and continuing preferences been expressed in individual instances, but also some scientific and medical justification has been given for the viewpoint.

The general feeling is that the yellow light permits considerably more perception of the objects in the marginal areas on either side of the main beam, and that it is more restful to the eyes. This has nothing to do with fog or dazzle in the accepted sense, though the restfulness persists in the former and the latter is lessened in its special relation to the driver concerned—that is, when it occurs as a reflection from particles in the air, or even from an intensely white road, such as one under snow.

A scientific rig for the field testing of these preferences could be simply devised, and is obviously a matter for the Road Research Laboratory with their experience of such testing. In the meantime let us have done with extravagant claims for yellow light as regards fog and dazzle. Both are such emphatic difficulties during night driving that any significant lessening of their emphasis would be instantly obvious to the eye.



To the pedestrian and cyclist the typical street lighting seen here is quite good. There are plenty of bright lamps, and in the top illustration is seen a pedestrian stepping out into the light from one of them. Between the lamps, however, are pools of darkness as seen from the driving seat. In the lower illustration the same pedestrian stands in the same position on the road—but between two lamp standards. Even in the original print she is not at all conspicuous.



WHAT the Americans would call a "new low" in cinema entertainment was slipped in between the main feature and second feature films in a show that I saw about two years ago. The film had three principal characters; a spiv with a fine Mark VI Bentley, and a young couple whose "walking out" included, during this drama, a visit to a public house. As I recall, the setting was of little consequence, for it was dark all the time, and one caught but a glimpse of faces fearful, boastful and flirtatious, and occasionally a steering wheel beyond which, rushing up out of the blackness, was a series of alarmingly massive trees.

Briefly, the spiv, having suitably overawed the young pair, takes them out in the car at a furious pace, the journey reaching its climax when the protesting young man claims that they have hit someone. The spiv, of course, does not stop for this trifling figment of the other's imagination, and in due course the young man gets out and leaves the others

audience wondering how many drivers there are of the type described, and how many of them are picturegoers. The film may have had some value, but, like so much current road safety propaganda, it was aimed at one section of the road users, not unnaturally a few of those with command of the potentially dangerous weapons, and it was based on admonishment for wrong doing rather than education of the public to the dangers which exist.

Keep death off the road, mind how you go, and similar slogans are widely used, but there seems to be a serious lack of information for all but the drivers on *how* to keep death off the road, and on the dangers which one must mind on a journey. Naturally, there are difficulties in the way of a broad education of road users, for the drivers already know most of them pretty well, and it is possible to do little more than to remind this class of its responsibilities and to exhort it to adopt, where appropriate, a higher standard of driving,

EDUCATION

EVEN WITH BRITAIN'S
OVERCROWDED
CONDITIONS A NEW
APPROACH TO
ROAD SAFETY
SHOULD REDUCE THE
ACCIDENT RATE

By
MICHAEL CLAYTON

to their fate while he—after a few moments' battle with his conscience—sends for the police. The police find that a sack of potatoes was the only victim, and the young man retires feeling a fool.

However, the film has not finished yet. The spiv and the girl race on into the night until the girl, frightened, grabs the wheel. As the car is doing 90 m.p.h. at this stage the crash is of atomic explosion magnitude. The moral of this adventure in the dark is hammered well home, but it leaves the

or to threaten it. To direct education at pedestrians is to bring down wrath and unpopularity. They do not have the lethal weapons; they must be protected by law. And this attitude seems reasonable, at least at first glance.

So it is that suggestions made by local safety committees and similar bodies to reduce the number of road accidents are based on the theme of curtailment of the activities of drivers—the men and women with the weapons—and increasing the

each of the four million vehicles on the roads and a medical examination every year for people over 70 and every two years for younger people. The Royal Society for the Prevention of Accidents criticizes the end of Summer Time as early as October.

This summary of suggestions is picked entirely at random, and while some have an element of practical commonsense, the general trend is not practical and is rather hysterical. It shows a lack of real forethought, and so much is confined to the ready-made "get tough with the motorist" theme. More is needed than this.

As I have already said, the driver is the man with the gun. (Somehow "motorist," as opposed to "driver," seems to apply to but a section of the motor vehicle users and its use is, perhaps deliberately, misleading.) He must therefore be controlled, and the law must attempt strenuously to make him handle the weapon correctly. This point must be made clear, for broader education on road safety cannot succeed if there is any element of letting the scapegoat (the "motorist," not driver) go free. He is a person with great responsibilities so that much of the emphasis on driver-control is understandable, and, in any case, he is such a popular object of public disapproval that the man in the street will not readily accept advice which does not include a few theatrical asides to the detriment of the man who, at the moment, he tends to regard as his enemy.

Distortion

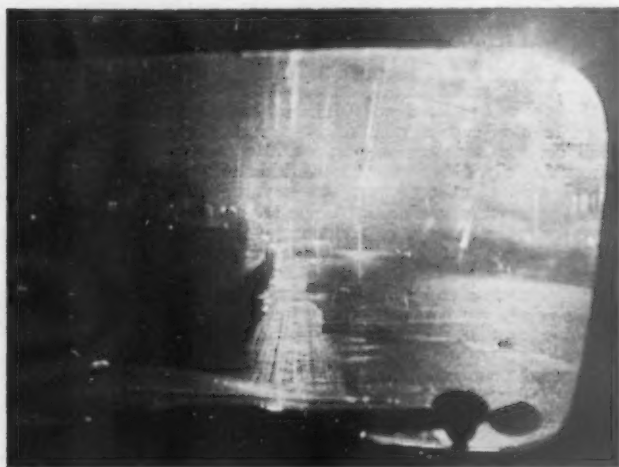
Roads are being deliberately left out of this consideration because they are inevitably a long-term antidote to the accident problem, and even when we have the roads that are so desperately needed there will still be need for safety education; and it is to be hoped that it will have more point to it than the propaganda that is being issued today. What is wrong with present-day safety propaganda? First, the accident rate must be seen in its true perspective. It is truly appalling that so many people should be killed or injured every year, but present references to the problem usually emphasize the shocking increase in the accident rate, and look upon it as an evil of the 20th century with its adoption of the internal combustion engine. In fact the death rate on the roads has sunk steadily over the years in terms of vehicle mileage, the only just yardstick.

Every day, on average, 45 people are killed accidentally. Of these 14 lose their lives on the roads and 20 are killed in accidents at home. This is not a red herring. So very many of the home accidents involve young children who

FOR SAFETY

penalties for any breach by them of existing or proposed legislation. Examples of recommendations made very recently serve to illustrate the general line of thought on this subject, and it is worth remembering that while the people who make the suggestions may have little qualification, and may know even less about common road dangers than the average motorist, a voice, if it is loud enough, will attract attention.

More adequate and earlier signalling at busy road junctions is a suggestion from Edinburgh, coupled with an effort to impress on motorists the disabilities of the aged. The Aberdeen Chamber of Commerce has advocated more severe penalties for driving under the influence of alcohol, the establishment of a force of road inspectors, lectures for everyone in the country over the age of 14, the prosecution of pedestrians for infringement of the law, and other measures. The *Manchester Guardian* begins an article: "Far too little is done to remind motorists that careless parking can endanger lives as well as careless driving . . ." and ends it: "It would be no bad thing if it were brought home to offenders by a few prison sentences that the regulations against dangerous parking are not minor matters." A Gallup Poll reported in the *News Chronicle* concludes that three people in five consider that drunken drivers should be banned for life. Prison is the answer put forward in many suggestions to a number of offences. A letter published by the *Manchester Guardian* advocates annual inspection of



On the left is the most common street lighting. A wet night, dazzling lights, pools of shadow alternating with light. If the driver uses his head lamps he nullifies the effect of street lamps throwing pedestrians into relief, and the head lamps of other cars add to the confusion. On the right is the yellow sodium lighting with its less contrasting effect and its even illumination including the broad verges. Everyone should clamour for this type of lighting, even though it plays tricks with the pedestrian's complexion. Certainly everyone on foot should know which is the less dangerous.

EDUCATION FOR SAFETY

. . . continued

At the roundabout in the illustration to the right the driver is presented with good illumination, and a moment later plunges into the scene below. The bright spots are traffic lights and the two dazzling lights belong to a street lamp (top) and an on-coming car. Does the cyclist without a rear light appreciate the danger he would be in on this road? The driver is responsible for avoiding him, but it is only fair to the cyclist to make him aware of his danger. The driver behind may be inexperienced or dazzled.



pull down boiling liquids from cooking stoves; accidents which, on the whole, are perhaps even more horrible than those which happen on the roads.

Is this to say, in effect, that the road accidents get too much publicity? Certainly not. The dangers of electricity, gas and fire in the home do not get a fraction of the publicity that they should get. It is a vital subject. These horrible accidents should be avoided. But if they had the attention that they deserve it would quickly be seen that, considering the dangers which exist on the roads, their terribly overcrowded condition, and the mixture of traffic which they bear, the accident rate on the roads reflects an astonishing achievement on the part of road users as a whole. The roads are fraught with danger, yet they witness fewer deaths than our homes. Accidental deaths of all kinds must be avoided whenever possible.

This is what I mean by perspective. It is instinctive at the moment to assume almost that the driver is wilfully careless, and present magistrates' court happenings tend to confirm that to be a driver is almost synonymous with being guilty of any offence described. This is grossly unfair, and it leads to bad feeling which should not exist and which is dangerous in itself. Severe penalties for

drunken driving are just, but I cannot accept that every driver can, under present road conditions, be certain of avoiding a drunken pedestrian who lurches into a busy road on a wet night. The 5s fine which so often is the punishment of the drunken pedestrian does not reflect the responsibilities that he owes to himself and to drivers. No more does the leniency afforded cyclists with inadequate or broken rear lights; faults which are among the worst features of irresponsibility as seen by the driver. And although accidents in the home are the most prolific, sympathy is extended to the careless and bereaved householder.

These are some of the faults of current propaganda. The accident rate reflects the care being taken on the roads by the public as a whole, and while the driver must exercise the most caution, only a combined effort by all road users can make any material difference to current accident statistics. And to achieve this, education must take the place of propaganda; and the atmosphere must be changed to one of all-round co-operation.

Ignorance Is Risk

How is this to be done? I began with reference to a macabre film, and as road safety is such a big subject I shall confine my own suggestions also to the theme of dangers at night, but with the addition of a word or two that I cannot resist on just two daytime dangers which exist at pedestrian crossings. These are mentioned because they are typical causes of accidents which could certainly be largely avoided through suitable education. A letter, again published in the *Manchester Guardian*, tells of a woman among a crowd surging on to a crossing, and how a taxi nearly ran her, and others, down. A policeman on the crossing took no notice. It was only when she mentioned the incident to her husband afterwards that she discovered that pedestrians did not have right of way on crossings controlled by policemen. It is fairly safe to say that very many pedestrians are unaware of the law on this subject.

The other crossing danger was well described to a colleague by a traffic policeman in London. He pointed out that the motorist knows that when a policeman wants to stop a stream of traffic he points to a car still well back in the line. So many pedestrians, he said, simply were not aware of how much warning a driver might need, and many stepped out too suddenly. Here, of course, the

pedestrian will point out that the driver should always be able to stop, and only level-headed education can reconcile the pedestrian and the driver. The driver *should* approach carefully, but the pedestrian should *not* be content to place his life too blindly in the hands of others, regardless of any legal encouragement. I often wonder how many motorists get knocked down when walking; the total is probably very small indeed.

But going back to the film mentioned earlier, I was overwhelmed when I saw it that a film of that type could be so poor. It was such a good opportunity thrown away. I like to think of what the film could have been, for the film is a fine medium and television now exists to back up the cinema, or vice versa, with pictures of this sort. After due emphasis on the responsibilities of the driver I should like the film people to take the audience in the passenger seat on a wet night on town, suburban and arterial roads. The driver for this occasion should be, in theory, one of the less skilled drivers. Learners, for example, who have to drive on business must sooner or later take to the roads in the unpleasant conditions which they would avoid during the learning period. After reminding other new or potential drivers that they should continue their learning in bad conditions until they acquire experience the film would proceed through rush hour traffic, along roads lit with the usual, dazzling and confusing ordinary street lamps; by contrast along a street lit by sodium discharge lamps, and perhaps out on to an arterial road.

Hard to See

The dangers which could and should be brought out are the person standing in the road waiting to cross, or standing in the centre of the road waiting to complete the crossing unmindful of cars farther back in the stream that may pull out to overtake. The driver's view of this person would be through that arc of a damp screen cleared by the wipers. For a moment the camera might join the pedestrian to show the fantastic contrast between what the pedestrian could reasonably think was good illumination of himself, and what the driver could actually see or fail to see. Even with dipped head lamp beams it would be seen that most of the light was absorbed by the wet road. Drivers know that even when they wipe the inside of their windcreens with a chamois leather the street lamps and the lights of oncoming traffic cause halations and streaks

of light on the glass. Pedestrians and cyclists are clearly unaware of the restricted vision remaining to the driver in bad conditions.

Next danger would concern road surfaces in the same wet night conditions. In cities the roads get covered with an oily "skin" and city motorists know that when it rains many of the streets are as slippery as skating rinks. In London one has but to think of Regent Street, Baker Street and Aldwych. I am quite sure that although pedestrians know that a wet road can be slippery, they have not the slightest idea of just how bad conditions often are. The driver in this film, an expert adopting the role of the average or slightly below average, could give a vivid idea of the kind of skid which can be caused even at low speed by sudden, unexpected actions by other, almost invisible, road users.

The dangers are so many. There is the man who tries to nip across the traffic stream after the traffic lights have changed to green, and who then gets caught between two lines of traffic proceeding in the same direction. This is one of the most dangerous positions to get into in daylight or in the dark. Many pedestrians do not even understand the system of traffic light control.

This film should not be a series of dramatic escapes from potential destruction. It should not be overdone. Its object should be simply to show conditions as they are, for no one aware of them would risk his life, as so many people do at the moment out of ignorance or a feeling of self-righteousness. It could do good, and if it did, even in small measure, its producer could turn his attention to some of those other 31 accidental deaths that occur every day.

Average Death Rate in Great Britain from Accidents of all Types

Railways	1	
Air and Water	1	
Mines	1	
Factories	2	} At work 5
Farms, forests	2	
Everyday pursuits	4	
Roads	14	
Homes	20	
	45	

The figures shown here give the average accident rates based on the latest statistics available. They were provided by the Royal Society for the Prevention of Accidents.

Drivers must not be let off with their dangerous practices. This arterial road is no place for an unilluminated parked car.



Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Design in Elastic

THE picture of the sort of car that the British manufacturer must build emerges clearly in 1954. It must have a very small engine, to suit the tastes of the British motorist, and this engine must be adjustable to large size, possibly by means of telescopic cylinders, for overseas markets. The body must be filled out in all directions to provide spacious accommodation for Gracious Travelling, and it must be slim and pointed to keep down drag and petrol consumption. Top gear should be very low, so that gear changing is eliminated, and also very high, for rapid travel in the wide open spaces. Styling should be quiet and



Filled out.

conservative, but optional additions must be provided to add gorgeousness as required.

One of the early Fathers of America, when the young country was beset by cross-currents, said, "Let us then set up a standard to which the wise and honest can repair," and this proved the right solution. Similarly, those makers who have simply made a darned good model seem to do all right with it. My own car was, I believe, an "interim design." It seems to be enjoying a remarkably popular and long innings for an "interim" model. A lot of people think it an honest car, and that's about all that can be said of it. But it is much.

Euclidean

DOES anyone know the answer to a problem that regularly crops up? It is how to determine the size of car that can be successfully inserted in a garage with a drive of a certain layout and dimensions. Naturally it involves steering lock and overall length, wheel-base, overhang and all that, and the normal answer one is forced to give is to use scale models cut from paper or to borrow one of the cars under consideration and try it out.

It seems to me in this scientific age that a geometrical calculation of not too intimidating severity is all that ought really to be necessary, but my geometry does not, I fear, rise to it. The matter brings up another point:

a colleague, confronted with a drive entrance or a garage, invariably reverses in so that he shall drive out forward in the morning. I tend to do the opposite because I always feel that an awkwardly sharp turn is more easily negotiated backwards; can that feeling be supported by theory?

Chirrup

BECAUSE these little cures often do not occur to one, perhaps I shall be forgiven for reminding motorists troubled with a chirruping rev counter or speedometer cable that relief can often be obtained by feeling for the cable at the back of the instrument head and shifting it slightly. It is all that I have ever had to do, and both my tame canaries are good singers.

Pass to You!

AT the entrance to a northern town there is a notice, prominently displayed, stating the number of people killed in the streets of the town annually. Wet streets as shiny and as slippery as black glass were sufficient warning for a colleague, and in a deserted stretch he was making 20 m.p.h. only instead of the legal 30. Nevertheless, in spite of this care, and excellent tyres, a gust of wind from a side street sent the car sliding across the surface. How the heavily laden lorries which pass through this town with the nation's food, raw materials and exports are expected to stop in emergency, one cannot tell. If the toll of death and injury weighs on the conscience of the council it would be well advised to take down its silly notices and make its streets safe.



Silly.

Brink of Disaster

BOTH of my neighbour's guests park their cars overnight on the patch of green down by the orchard. The weather is dry, but no doubt soon it will revert to normal and become wet. When that happens, as I know from bitter experience with a Ford Consul, both of my neighbour's guests'

cars are going to plough into that bit of green down by the orchard, and their owners are going to have a wretched session getting themselves out.

But what is a timid Scribe to do? If I go to my neighbour's guests and say, "That, friends, is a treacherous bit of green and you are going to sink in it sooner or later," they will say, "That Scribe man is an interfering so-and-so of whom we will take no notice. It is our business, anyway." If, on the other hand, I keep my peace and ultimately my neighbour's guests have their agricultural session, other neighbours will say, "That Scribe man knew all about the treacherous bit of green down by the orchard and couldn't be bothered to warn them. What a callous wretch he is."

Either way I stand to lose. This is an unfair world, and I do care about what my neighbours think.



Due care?

One-handed

ARE policemen who are driving at the same time as they are using a hand microphone really setting a good example? asks a correspondent. I repeat the question, for what it is worth. (Driving without due care and attention?)

Red Face Dept.

IF you have occasion to borrow a car make sure you have the owner's permission. An acquaintance using a demonstration car a few days ago had occasion to park it in his local market town. He left it locked up in the square and when he returned found that a woman was on the point of getting out of the driving seat and relocking the door. It turned out after a somewhat curious conversation that the owner of the car had omitted to tell his wife that the car was going to be used for test purposes and when she saw it she assumed that her husband was using it and was in the neighbourhood.

She was more than surprised when a complete stranger asked what she was doing with the car!

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Talbot****WINS TEAM PRIZE**

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D. B. PANHARD - ANDRÉ BLANCHARD

(Also 3rd in General Classification)

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NEWS and VIEWS

Stockholm Show

THE first Motor Show held in Sweden since 1905 is to be staged in Stockholm from March 26 to April 4, in the building of Saint Eriks fair. A number of new models are expected from the Swedish industry.

Eastern Competition

ALTHOUGH 90 per cent of the motor vehicles at present in Finland have been imported from western Europe, it is expected that during 1954 the Finnish market will be dominated by cars manufactured in Russia and her satellites. Pobeda, Moscovitch and ZIM cars will be imported in large quantities, and 1,500 Skoda cars will come from Czechoslovakia.

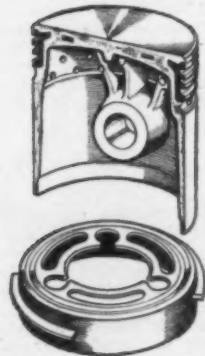
Starting Early

IN Moncton, New Brunswick, Canada, the Maritime Automobile Association has presented a dual control car to the local high school for teaching students to drive. The M.A.A. believes that drivers should learn as early as possible. At St. John a similar car is already in use at a school at which the pupils are taught road safety.

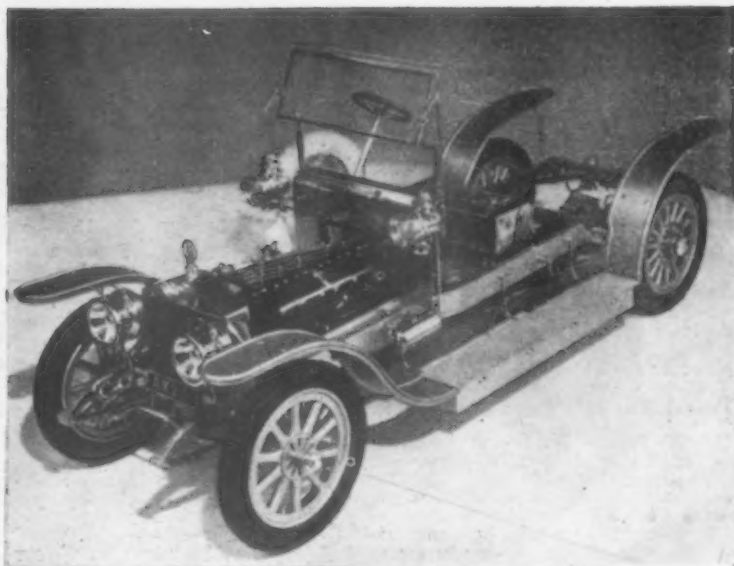
Iron Ring Grooves

A NEW piston has a graphited cast iron insert in which the piston ring grooves are turned. It is called the Ajax Ironclad, and is made by B. and C. Pearson, Wilson Works, Knowle, Warwickshire. It is planned to make the piston available as a replacement for most cars. The insert is copper-plated before it is cast in with the aluminium piston, to ensure a good bond, and it also has a webbed top flange which, after casting, is buried in the aluminium crown of the piston.

Iron expands less than aluminium, and its use makes possible finer clearances



The cast iron insert of the Ajax Ironclad piston carries the piston rings. The lower sketch shows the insert before it is cast in, and before the ring grooves are cut.



The latest addition to the Rolls-Royce exhibits in Derby Museum is this model of a Silver Ghost constructed by Mr. I. R. Amis, of Kingston-on-Thames, Surrey. The model has a wheelbase of 22½ in. Front and rear lamps are made of silver, and the brake and clutch pedals, ignition control, carburettor levers, steering, and ratchet hand brake can all be operated. The windscreen opens and folds down, and the bonnet, correctly hinged, follows the original in being held down by loaded catches.

of a piston in its cylinder. Iron ring grooves wear much more slowly, and they delay the incidence of blow-by of burnt gases and back pressure behind the rings, known causes of cylinder wear. Worn ring grooves, which cause up and down pumping action of the rings, are also a cause of heavy oil consumption.

There is no weight increase in the new pistons, but there may be, in service, slightly higher piston temperatures, as iron is not so good a conductor of heat as aluminium, particularly in the region of the rings. This matters in certain types of engines, but is of no importance in others.

D.K.W. in Britain

FOLLOWING on their recent appointment as sole concessionaires for Porsche cars in Great Britain, A.F.N., Ltd. have now been appointed sole distributors in the United Kingdom for the D.K.W. range of models.

Coventry Museum

A MUSEUM showing Coventry's industrial development may be set up in the city and the Corporation's museums committee is considering the acquisition of part of the Nash Collection of early mechanical transport. This will include seven cars of special interest to Coventry, manufactured between 1896 and 1921.

Vauxhall Record

DURING 1953 the Vauxhall company produced 39 per cent more vehicles than in 1952. The total number of Vauxhall cars and Bedford commercial vehicles built during the year was 110,099 compared with 79,162 previously. The company's previous record year was 1950, when 87,500 units were produced.

Nearly 40,000 vehicles were delivered

to the home market, but nevertheless, exports made several new records for the company. An average of 276 vehicles were exported for each working day, which represented more than 60 per cent of the company's total production. The total was 9,600 more than in 1952. The 400,000th Vauxhall-built vehicle to be exported since the war is due to be shipped in about a week's time.

French Production Down

VEHICLE production in France declined during 1953, the total output being about 30,400 cars a month compared with 30,800 during 1952, according to figures issued in Paris by the National Statistics Institute. Commercial vehicle production also declined by about 400 units a month.

Holidays in France

A BOOKLET called *Planning Your Holiday in France* has been published by the French Government Tourist Office, 179, Piccadilly, London, W.1, and is available on request without charge. It is a useful little booklet and information is listed in it under about 50 different headings. Particularly for those who have not been to France before the booklet should prove distinctly helpful.

BEN Annual General Meeting

AT the Annual General Meeting of the Motor and Cycle Trades Benevolent Fund, London Centre, Mr. T. Cordery, honorary relief secretary, said that membership was at a lamentably low figure considering the small cost and the large number of eligible persons in the motor and cycle industries. National relief expenditure during 1953 reached a new high total of £31,152 compared with £28,049 in 1952.

NEWS and VIEWS

— continued —

Westerner from the East

LAATEST product of the Stalin automobile works in Moscow is the ZIS-112. This 6-litre "hard-top sports car" has a very definite transatlantic look about it, and the influence of American stylists is much in evidence.

The eight-cylinder in-line engine develops 140 b.h.p. at 3,600 r.p.m. The wheelbase is 12ft 6in. A single head lamp is set in the centre of the circular air intake.

Fewer Trams, Fewer Accidents

SINCE London disposed of trams in favour of buses there have been 300 fewer accidents during a year on former tram routes. This is a reduction of nearly one-third.

A survey was conducted by a team of investigators of the Road Research Laboratory, and among the reasons they give for the decrease are that passengers are no longer exposed to the danger of boarding and alighting from trams in the centre of the road, and that trams were less able to take emergency action to avoid collision than buses.

Volkswagen Headache!

THE High Court of Lower Saxony has raised the hopes of thousands of Germans who paid money under the Hitler regime for a people's car. The Court held that the subscribers were in contract with the Volkswagen company, and not with the now disbanded Nazi party. This particular judgment deals only with the question of contract validity and does not mean that the subscribers will now get their money back.

However, if the judgment is upheld, the Volkswagen company may have to make reparations to the approximate total of two and a half million pounds.

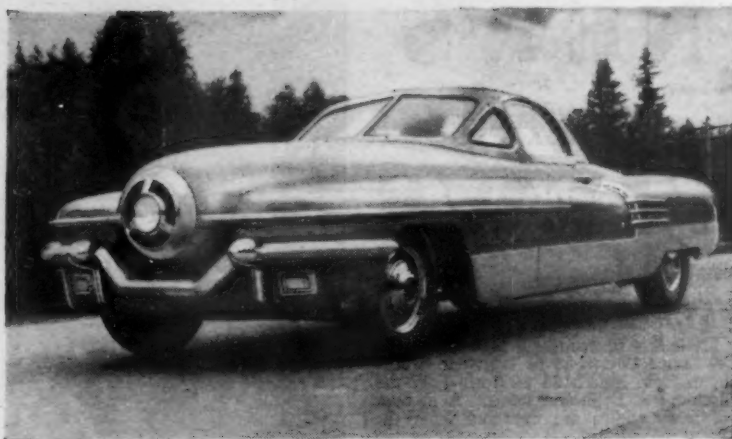
Channel Islands Sailing Tickets

SAILING tickets will be necessary for travel to the Channel Islands via Southampton on Fridays from May 28 to September 3. Travellers via Weymouth must have sailing tickets for Saturdays from June 12 to August 28. To encourage mid-week travel, reduced fares will be available on Tuesdays, Wednesdays and Thursdays.

Fair Warning?

THE Chairman of the Dorking County Bench has said that motorists would be well advised to adhere strictly to the 30 m.p.h. speed limit in the restricted areas near Reigate, as the Bench intend to impose heavy penalties for any infringements in this respect which come before them. A section of the Brighton road near Horley is understood to be chiefly responsible for recent prosecutions.

The Chairman also said that many magistrates were motorists and disliked imposing fines, but they took the view that there was no excuse for a driver of a motor vehicle failing to observe the speed limit.



The new Russian ZIS-112; the peculiar window arrangement does not blend well with the general body style (see accompanying paragraph).

American Sports Car Show

THE third annual International Sports Car Show, which is to take place in New York from February 6 to 14, will for the first time at this important American exhibition, show French models collectively. Hillman Minx, Rover, Ford, Jaguar, Rolls-Royce, Bentley, Ferrari and Mercedes-Benz cars will also be on show.

to their scheme whereby they encourage road users to report bad signposting, dangerous road surfaces, and so on. Last year, except for miscellaneous road surface dangers, most of the reports concerned lack of signposting. The dangers of roads with tramlines brought forth only five reports, partly, no doubt, because of the substitution of buses in London and the removal of the old tracks.

10 Per Cent Reduction

ON their new cross-Channel service from Lympe to Calais, Silver City Airways, Ltd. propose to introduce a 10 per cent reduction in price for mid-week travellers. This concession will also apply to motorists who travel on any of the company's ferries on Tuesdays, Wednesdays and Thursdays. The reductions will take effect on April 15.

Flashing Beacons Remain

MR. LENNOX-BOYD, the Minister of Transport, in a reply to a question by Sir Thomas Moore, stated that he was satisfied that flashing beacons were effective and he did not contemplate, at present, any alteration to their design or colour.

Exmoor National Park

THE Exmoor National Park (Designation) Order, the eighth of its kind, was signed on Wednesday by Sir Patrick Duff, chairman of the National Parks Commission.

The designated area includes the Brendon Hills and parts of the surrounding hills and wooded valleys. This area also includes the famous Porlock and Countisbury hills.

Daimler-Benz Production

DURING 1953 the Daimler-Benz A.G. manufactured 34,975 passenger cars. These were made up as follows: Mercedes-Benz, Type 170, 24,567; Type 180, 4,373; Type 220, 3,725; Type 300, 2,310.

These figures go to illustrate the rapidity with which the German automobile industry has recovered since the war.

Synthetic Rubber Again

RESTRICTIONS regarding the use of butyl synthetic rubber in the manufacture of tyre inner tubes have now been eased. Tubes made from butyl hold the air much more effectively and as a result tyres need not be inflated so frequently.

Butyl, which costs dollars, has hitherto been available only to manufacturers of export goods and official consumers.

Geneva Show Changes

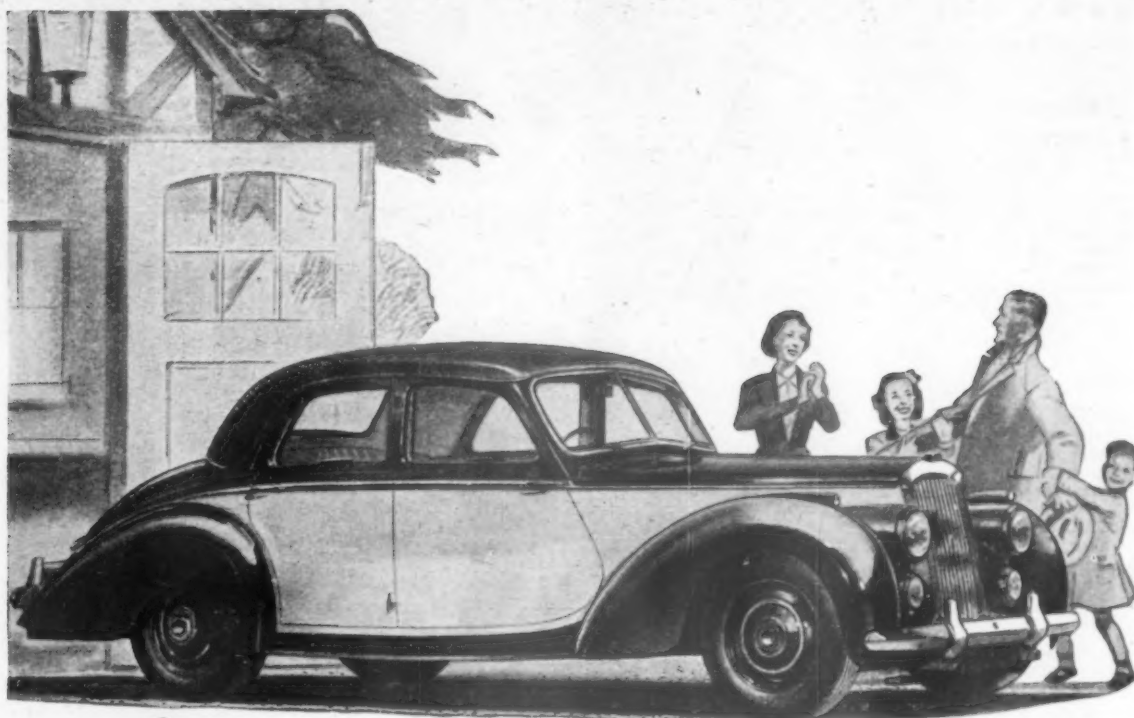
THE organizers of the 24th international car exhibition, which will be held at Geneva from March 11 to 21, have announced that the layout of cars, boats and trucks has been re-arranged so that visitors to the show will be able to inspect the exhibits much more conveniently. A second floor will be added and accessories stands will be placed in much more prominent positions.

British Output

DURING 1953 595,000 cars were produced by the motor industries of the United Kingdom. The total number of cars exported exceeded 302,000, and although these figures are less than those of 1952, Mr. R. Gresham Cooke, C.B.E., director of the Society of Motor Manufacturers and Traders, commented that they were something of an achievement in the light of world trading conditions.

Apathy?

DURING 1953, 20 per cent fewer road dangers were reported to the R.A.C. for investigation and appropriate action than in the previous year. This was despite wide publicity given by the R.A.C.



A joy to own — a dream to drive

With its long, low lines and elegant new styling, the Riley 1½ litre Saloon proclaims its good breeding and your own good taste wherever it goes. Its special appeal is to the discriminating motorist who expects 'all round' excellence in a car. The Riley has one of the most successful engines ever designed, matched by incomparable steering, superb road-holding, suspension and braking. See and test the Riley 1½ litre for yourself.

For the sheer pleasure of driving there's nothing quite like a Riley—it's a car of rare character.

Arrange a trial run with your nearest Dealer.



The New Riley 'Pathfinder'.

Ask your Riley dealer for full information about the brilliant new Riley 'Pathfinder'.

Riley models are fitted with safety glass all round.



Yes indeed!

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NEW VALVE SPRINGS IN . . .

TOP SPEED SPRINGS UP

The difference is quite astonishing when a car a few years old or more is fitted with a new set of valve springs. Power that had been leaking past the valves is harnessed for performance. Up goes speed and down goes petrol consumption. Get your garage to check over *your* valve springs and if they are worn have a new set of Terry's fitted. These, all the experts agree, are the best valve springs made!

TERRY'S AERO QUALITY VALVE SPRINGS



Terry's Magneto Spanners

The 'Midget' 8-leaved spanner fits all sizes of ignition nuts and is also invaluable for general purposes. Includes '012 feeler gauge and small screwdriver. Blued finish. 1/6 each.



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Strong, light, cadmium plated finish. When screwed down, the centre bolt exerts pressure on the post and pulls up the most obstinate terminal. 3/- each.

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STATIC CHARGES

FACTS ABOUT THE ELECTRO STATIC CHARGE GENERATED BETWEEN TYRE AND ROAD

"Sparkbite"—punctures caused by static discharges through the generation of ozone between tyre and tube. The ozone attacks the rubber.

EVERY now and then someone becomes alarmed at the presence of electricity on his car, revealed by a spark jumping or by a slight shock when a door handle, say, is touched. The preposition "on" is used advisedly, for this is static electricity, which is confined to the surface of a body, and for the purposes of this article it may be very loosely defined as the charge which is associated with insulators as opposed to conductors. Simple evidence of static electricity occurs in daily life; the rise of the cat's fur when stroked; the crackle of a comb as it is drawn through hair, and of a silk garment when pulled off or on.

The phenomenon is caused by the bringing together and separation of two surfaces; charged particles cross over owing to a lack of balance in the field of forces and the two surfaces acquire equal charges of opposite polarity. A rubber tyre and a dry road are two excellent surfaces for the generation of such a static charge, with the result that vehicles running on rubber tyres acquire a high potential. How high, and the implications of the voltage figure, the distribution of the charge—in fact, all about static in road vehicles—has been very ably described in a Paper by D. Bulgin, A.I.R.I., A.Inst.P., of the Dunlop Research Centre. The subject has considerable fascination, and its understanding is by no means beyond the layman.

Electrical Tyre Punctures

Three effects are listed of static charges—electric shock to the human body, radio interference and a defect of the inner tube known as "ozone puncture." The shock results from the discharge through the human body of the stored energy in the vehicle, which at a maximum could be enough to give a reaction comparable with that from a sparking plug. This might lead to an accident through muscular reaction, and as a result precautions are taken to reduce the risk. Laboratory tests with capacitors of 740 and 4,100pF (0.0074 and 0.041 microfarads) gave the following results (the capacity of a vehicle is about 600pF):

Condenser voltage	Reaction when touched 740pF	Reaction when touched 4,100pF
1,000	Not detectable	—
2,000	Detectable	Prick
5,000	Prick	Sharp prick
10,000	Sharp prick	Slight jerk
15,000	Slight jerk	Jerk
20,000	Slight jerk	Sharp jerk
25,000	Moderate jerk	—

On smooth dry roads potentials of 15,000 to 50,000 volts can be experienced, while 100,000 volts is not uncommon; even a cyclist will acquire a potential of 5,000 volts to earth.

Although it might be expected that radio interference



would be severe this is not, in fact, so unless weak broadcasting signals are being strongly amplified; interference can be caused to v.h.f. communications equipment, however, used by taxis, business organizations and police.

The "ozone puncture" is very interesting, and is known in the U.S.A. as "sparkbite." Its character is that of the slow puncture and perforations are found on the tube sides and less frequently on the crown. They arise from the formation of ozone at points between the tyre and tube, which speedily attacks rubber in a characteristic way, slitting in the direction of principal stress. The ozone is generated at points of abnormal resistance between rim and contact area of the tyre with the ground, where ionization takes place repeatedly. Miniature spark gaps, as it were.

Voltage Build up

It is of interest to recall why this voltage rises so high, though such elementary considerations are, of course, left out of Mr. Bulgin's thesis. Tyre and road form a condenser (electrical storage tank) the quantity storable by which (Q) depends on the capacity (C) and the voltage (V):

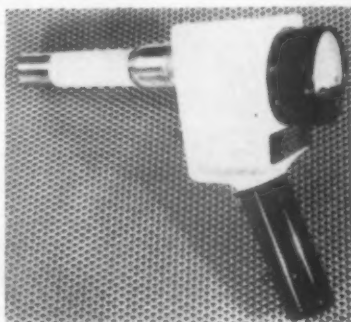
$$Q = C \times V$$

Now the capacity of the condenser formed by any given area of tyre in contact with the road is at its maximum when the gap between tyre and road is at a minimum, and as the contact area moves away from the road the capacity decreases rapidly. What happens to the voltage?

$V = \frac{Q}{C}$, so that with Q remaining virtually constant, and C rapidly becoming minute, V is subjected to a rapid rise. With the tyre tread continually making and breaking contact the vehicle becomes charged to a steady potential determined by the resistance of leakage paths to earth, the voltage generated and sometimes induction effects.

The voltage generated is thoroughly dealt with, and Fig.

1 shows how it varies (amongst other things) with various road surfaces. The vehicle used in the experiments so recorded was a bus and the measuring instru-



This is the Baldwin-Dunlop Statigun, which is used to measure static voltages generated on moving vehicles.

**PRESSE
RALLYE MONTE-CARLO**

RESULTS SUMMARY

1, Lancia 2,451	(L. Chiron)	6, Jaguar 3,442	(R. Adams)	11, Alfa Romeo 1,884	(G. Houel)
2, Peugeot 1,290	(P. David)	7, Renault 747	(Mme M. Pochon)	12, D.K.W. 896	(H. Meier)
3, Panhard 745	(A. Blanchard)	8, Jaguar 3,442	(C. Vard)	13, Ford Zephyr 2,262	(T. Harrison)
4, Renault 747	(C. Johansson)	9, Peugeot 1,290	(P. Giraud)	14, Citroen 2,867	(H. Marang)
5, Renault 747	(J. Vial)	10, Porsche 1,086	(F. Metternisch)	15, Sunbeam-Talbot 2,267	(S. Moss)

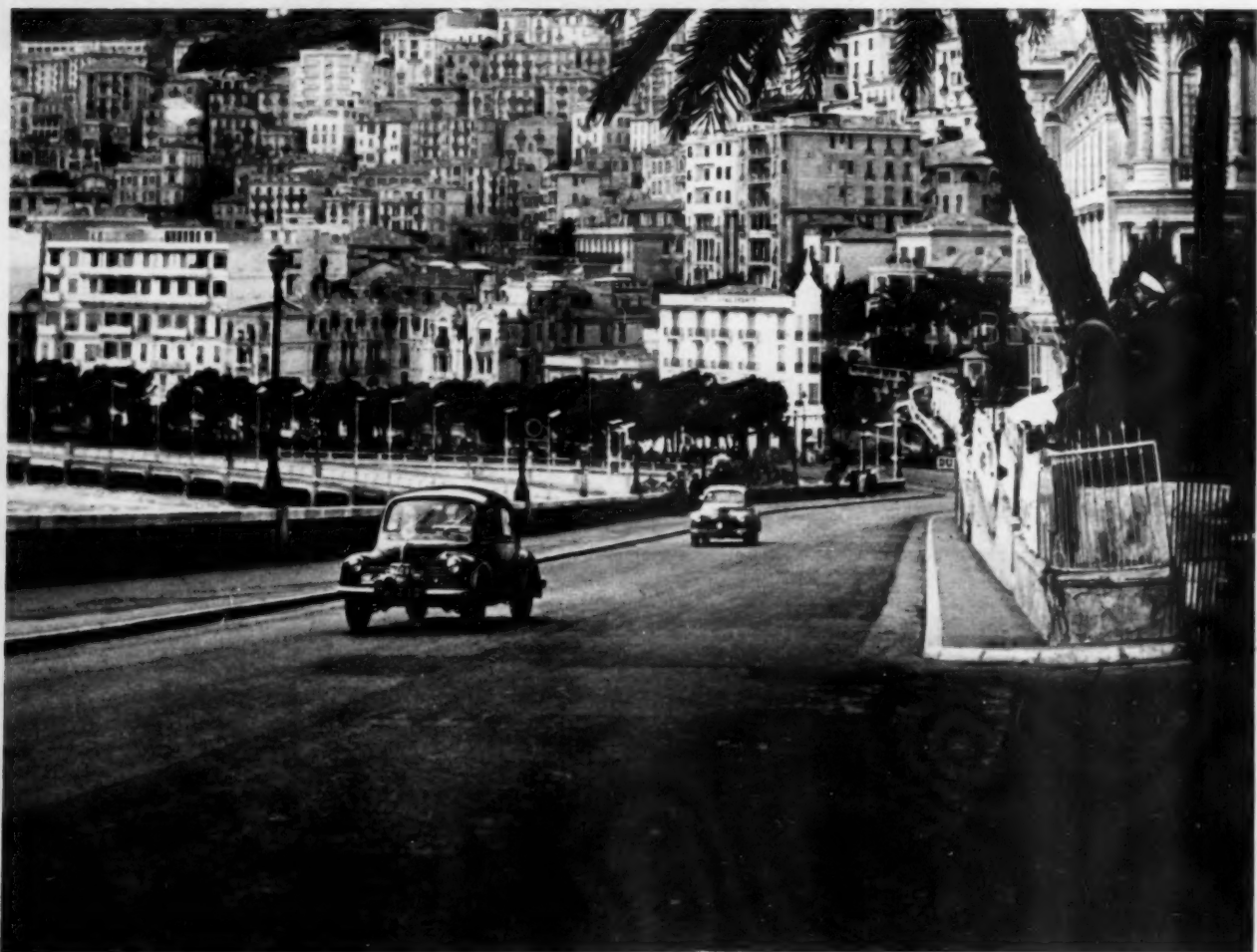
A cheerful Louis Chiron, ace racing driver of former years, who started from his native Monaco, stands by his Lancia Gran Turismo as he prepares to leave Luxembourg.





Lancia Victorious in 1954

ATHENS THE ONLY TOUGH ROAD ROUTE : UNDUE



Mme Pochon in her 750 Renault leads another competitor up the hill overlooking the harbour at Monte Carlo.

THE 1954 Monte Carlo Rally has come and gone, and victory went to the great Monégasque driver, Louis Chiron, at the wheel of an Italian Lancia. Second in general classification was a Peugeot driven by P. David and P. Barbier (France), a deserved place for a *marque* of astonishing virtuosity. Third was A. Blanchard's and M. Lecoq's Panhard, and as all three of these were class winners, the Rally result has a satisfactory variety about it. To Madame Pochon and Mlle Renaud went the Ladies' Cup, and their sprightly handling of the little rear-engined Renault well merited the honour.

The two special tests, one a regularity version over the final 165 miles of the road, the other a speed test round the Monaco Grand Prix Circuit, did not prove as successful as the organizers had hoped. They also introduced a new element into the Monte Carlo Rally, for the system of marking meant that it was possible, by a good performance in the two tests, to beat a car that had a clean sheet over the road section. Although the fact had no significance in the actual event, it introduced an undesirable element into a competition whose essence is the 2,100-mile road run.

For all but the speed test (and the Athens route) the weather over the period January 18 to 23 was benevolent, but the speed test, which would most have



Ralph Sleigh's little Ford Popular overtakes an ex-U.S. Army lorry, laden with farm machinery, at Delme.

Monte Carlo Rally

INFLUENCE OF SPECIAL TESTS

benefited from sunshine, was held in bleak conditions with a cold wind and occasional spots of rain.

As *The Autocar* closed for press the declared result had been dramatically put in doubt—an unprecedented situation for the Monte Carlo Rally—by protests lodged against the eligibility of the Lancia.

Monte Carlo, Friday, January 22.

THIS must surely go down in Monte Carlo Rally history as the year in which the weather did its utmost to spoil the event—and failed. Only from Athens was the going bad, the warm front that had caused heavy snowfalls and avalanches in Austria and Switzerland the week before having deposited more snow in Yugoslavia and Greece. Of that more later. On the traditional routes—from Glasgow, Monte Carlo, Stockholm, Oslo, Palermo, Munich and Lisbon—conditions were unbelievably good. Roads were mostly dry, Northern France seemed unable to produce its usual fog, there was no more ice than one expects at this time of the year on even the road to the office, and the Le Puy-Valence section, so devastating a couple of years ago, was merely fast but cautious going round the thousand-and-one corners of the mountain valleys; indeed, the previous section from St. Flour to Le Puy held more snow, old and dirty drifts occasionally narrowing the road to single-car width. As for the last section through the Maritime Alps, over the Col des Lèques and the Col des Luens, this was unprecedentedly free from snow, and regularity averages were threatened only by worn ice on shaded bends.

Yet the rally remained the magnificent winter journey that it is, 2,000 miles of straight-off motoring from the farthest-flung points of Europe to the little Principality in which the oranges hang gaudily from the trees and the mimosa showers golden rain from villa gardens. "A piece of cake," your average competitor is saying; but none the less he remembers the

several occasions when his weary bones ached for a bed and when he asked himself, savagely, why he fell for three days and nights of driving. . . .

Last week's issue contained news of the early sections of the routes (page 101). Competitors were converging on the central "master circuit," as it were, which is followed by the Monte Carlo starters. From Glasgow they joined at Liège; from Oslo, Stockholm and Munich, at Amsterdam; from Lisbon at Paris, and from Palermo, in Sicily, at Bourges, to the

south. Last of all came the Athens contingent, who joined the rest only at Valence, 266 miles from Monte Carlo. This rally runs 'veins' throughout the body politic of Europe east of the Iron Curtain; it transforms Monte Carlo into a Tower of Babel of European tongues; it is international sport at its finest.

This year's changes in the organization, while significant, remained incidental to the road journey. Yesterday, Thursday, January 21, saw the new regularity section from Gap to the Mediterranean at the final control—165 miles of precise timing. Tomorrow, Saturday, the top-rankers will race round the houses on the Monaco G.P. circuit, for the "Speed Performance Test" amounts, frankly, to a production car race. The rest is the spit and polish of the *concours* in front of the baroque Casino. In the meantime, the road: *The Autocar* staff motorists were ranging far and wide with the competitors. Michael Clayton was over with the Monte Carlo starters as they ran north-west from Strasbourg, parallel with the German frontier, and this is what he had to report:

"Strasbourg, with its Franco-German history, mixed architecture and unusual atmosphere, was, to competitors, just another city with arrows indicating the way to a control, this time at an hotel opposite a railway station. After all,

Rally competitors created great excitement in Yugoslavia. The control at Ljubljana shows a typical scene, with Moss' Sunbeam-Talbot from Athens in the foreground.





JANUARY 1954



Travelling barber; the Renault of Jean Sandt receives routine attention on the outskirts of Burgos. Apart from the electric razor, this car was equipped with eight forward facing lights.



S. Croft-Pearson's Ford Zephyr at Castellane in almost summer sunshine.

Miss M. Walker puts her Sunbeam-Talbot and its tyres through their paces on the Alpine descent to Digne.



station approaches vary little anywhere in Europe, and competitors were already sleepy. At 9 a.m. on Tuesday morning the first car pulled in, an Alfa Romeo with a French crew headed by G. Houel. Next came Tommy Wisdom's Daimler, all complete with its trumpet horns and hooded lamps, then a Hotchkiss and a series of other French cars. French was the predominant language here, for, apart from the nationality of the city, all the crews passing through had started from Monte Carlo, the favourite starting point for the French.

"Shortly after 10 a.m. the first car was away again, in clear, cold weather, and on roads which made the going easy despite occasional stretches of ice, frost and fog, any of which were enough in themselves to have brought the average English traffic stream down to little more than a crawl. Pleasant but not striking country surrounded the competitors from Strasbourg, through Metz, to the Luxembourg control; but later the cars swept into the Ardennes, with hills and with river-centred valleys reminiscent of parts of Great Britain.

"Little trouble of any sort was experienced. The Hotchkiss of Capdeville and Bilard was stopped while the crew tried in vain to trace a tapping noise in the engine. Meanwhile little Renaults, and the bright orange D.K.W. of the Dutchman Blansjaar, went cracking by, in convoy with bigger cars that were taking it easy at this stage. Average speeds were deceptive, however, for one British crew put up an average of some 50 m.p.h. between Strasbourg and Saverne in spite of stretches of treacherous frost, yet without any appearance of hurrying.

Chiron Goes Past

"In contrast with them all came the irrepressible Louis Chiron, a man with that kind of vitality which does not lend itself to a conservative method of travel laid down by any stop-watch conscious navigator. Just after cars came past with numbers in the thirties, No. 69, Chiron, preceded by the scream of Alpine horns, came and went along a narrow but straight road at a speed guessed to be comfortably over the magic hundred. There was an exultant snatch of sound from the exhaust of his Gran Turismo Lancia, then the silence of the French countryside once more.

"Brief halts at French, Luxembourg and Belgian frontier posts, glimpses of historic countries, clean air and the rolling Ardennes; these were the impressions of the Luxembourg-Liège section, which was but a small part of the route of this classic event."

Glasgow starters joined at Liège after coming from Boulogne in bright weather and over dry roads, but from Liège northwards to Amsterdam there were rainstorms and a driving wind on the Tuesday night. Oslo, Stockholm and Munich starters joined in the Dutch city, and all of them came back over the frontier during the night on a run to the Belgian capital that was uneventful.

The weather held in the main, and there was little treachery in the roads. Cars arrived extra early in Brussels on Wednesday morning, and crews were glad to find that baths and breakfasts were possible before checking at the control. The few accidents recorded last week were responsible for a minimum number of cars failing to report, but otherwise the rally was going like clockwork; Blansjaar's D.K.W. was first in the control at Brussels, as its number dictated, then Vial's Renault and Sleight's Ford Popular. The Austin of

Sleeman and Holmes had had damper trouble; the car was jacked up, Bill Sleeman hammered away underneath and Holmes continued to sleep soundly in the back. The Vivians, Charles and Frederick, had carburettor trouble with their Jaguar, and had to drive hard to make up the delay (about two hours) for the repair; that they succeeded is an indication of the ease of conditions this year. Local interest in Belgium was not great.

The picture was now getting clearer; the cars were flooding down through France towards Rheims in the early hours of Wednesday morning, and the Lisbon section was coming north to meet them. Down in Spain, a hundred or so kilometres from Madrid, Michael Brown awaited them by the roadside, and his first dispatch was as follows:—

The Lisbon Route

"The Spanish plateau lies a bitter three thousand feet towards heaven from sea-level and across this bleak apology for arable land streaks the road from Madrid, along which the cars came on Tuesday afternoon. Characteristically, the first to come in sight was the Zephyr of Gatsonides and Becquart which, well ahead on schedule, crossed the gully and climbed through the huddle of sandstone walls that was Bahabon de Esgueva. Blanchard and Lecoq followed in their Panhard, and then Provost and Lavaud in a Peugeot. After that they came fast and regularly, for the speed along the dry, tree-lined trunk road was anything the driver chose.

"We joined them, leaving without even a glance from the peasant who rested his enormous load of firewood against the bank twenty yards away. Elsewhere there was great interest, though. In the village the children gaped, the men paused with their mules and commented, or stared up for a period during which the wooden plough wandered in the brown, dusty topsoil. A woman in the funeral black of the Spanish peasant came out of her house, spat, and passed a caustic comment to a neighbour. A week's cars were passing in sixty minutes; this was news.

Incidents in Spain

"Outside Burgos, Mmes de Cortanze-Hustinx and Hélène George stopped in the weak sunshine at the 9km post, their Peugeot looking as elegant after 500 miles as they, for this was proving a clean rally. Mmes Terray and Gordine's similar car overtook a lorry from which the driver's mate hung, filling the radiator as it boiled its way up the hill. Outside Burgos city limits cars stopped for gasolina, with or without plomo, and the odd sump drained on waste ground in the casual manner of Spain. Jean Sandt adjusted the tappets of his Renault 750 (special carburettor); Senhor da Silva Gerales from Portugal gazed reflectively into the bonnet of his grey Jaguar; Pizot and Abattu polished their Peugeot. Later, Sandt was seen having an electric shave; as his Renault had eight front lamps, homage is obviously due to the battery. Bluff Leslie Brooke arrived in his Sunbeam-Talbot, with Ian Fraser-Jones as co-driver; the journey so far had been a picnic. Later (on the descent into Irun) they had a puncture and changed a wheel, and later still, in a 3 a.m. fog outside Toulouse, played Good Samaritan to a non-competing car that had run out of petrol.

"The control at Burgos was under the bare plane trees of the Espolon, where a huge crowd, black-bereted, thronged the barrier. White-helmeted police guided

the cars away towards San Sebastian, over the one small *puerto* that makes a gateway to the plateau, and the easy progress was reflected in the boisterous horn-blowing at a level crossing in Miranda de Ebro, where an Emmett engine shunted interminably to and fro to the glee of onlookers. When the pole ultimately went up it was a Grand Prix getaway.

"At the frontier there was keen competition for honours in passing the cars through swiftly. Perhaps the French won by their casualness, but an award of merit must go to a Spaniard whose printing in capital letters was fantastically fast. After that we ran south-east through Pau under a full moon in a cloud-free sky, with an air as mild as milk, dry roads and the Pyrenean summits away to the right, bulking black against the stars. Regularly spaced, the yellow head lights made a necklace of gold for the throat of the Iberian peninsula."

In such easy conditions crews' interest

did not have to be so self-centred as usual, and several cars tailed Pierre Hue's 2 c.v. Citroën "to see what it was doing." The answer was a very steady 45-50 m.p.h. With 750 Renaults the answer was 60 m.p.h. plus, and the speed of these little rear-engined cars on the mountain passes was astounding. Big cars tended to progress in bursts of terrific speed, and it was a frequent occurrence for cars like Richard-Ducros' Bentley or Bennett's Armstrong Siddeley Sapphire to whistle past other competitors who themselves were maintaining the steady 65 m.p.h. or so which seems the rally's typical speed over main roads. An object of some awe was the stop lamp on the Willys-Overland of the Americans, Mr. and Mrs. Cramer, the diameter of which was about eight inches, and the fluorescent tape along the bumpers—red behind and white in front—was approved.

The interest shown in the rally by on-lookers was enormous. At the Spanish



T. H. Wisdom's fast Daimler Conquest at Sarrebourg. He started from Monte Carlo.



Cuchet and Gille, with their Simca, pass the Customs before entering Luxembourg, followed by the Citroën of Marion and Char-masson.

With the town of Castellane lying in the mist in the distance, Mme Renée Gregoire's Peugeot speeds through the early morning sunshine.



frontier there had been large crowds; in Tarbes, where there was a control, they were fantastic. It was midnight, and the cars threaded up a single lane between cheering bystanders. They hung from upper windows; they clung to lower window sills, and as the cars ran out of the town towards Toulouse they stood in little knots, bending forward with one accord to decry the rally plate behind the headlight beams. Towards Toulouse, at about 4 a.m., a fog came down through which the rally average was still maintainable, and although it was clearer in the city, it clung wet and chilly round the crowd which had come to watch "le Rallye" even at this least auspicious hour of a Wednesday morning.

The route up to Paris was over a Route Nationale of less than first importance, which winds through hilly country and passes through lesser-known towns such as Figeac, Guéret and Villefranche de Rouergue. All roads lead to Paris, however, and at last Lisbon starters had joined the rest who had sped south on N2 from Rheims. The touch of farce was provided by more police as motor cycle escorts than



The Mark VII Jaguar of Charles Lambton and H. Bradley crossing the river at L'Asse.



On the first section of the regularity test there was time to spare and cars queued up short of the control. The Jaguar of Conde de Caralt takes on fuel while Louis Rosier's Renault passes by.

Mme de Cortanze Hustinx in her Peugeot hurries through Bahabon de Esgueva, in Spain, on the route that started from Lisbon. An unconcerned peasant proceeds—at a slower pace.



there were competitors, and by the efforts of an English competitor to persuade a Frenchman that a certain tonic drink would supply more energy than a glass of French wine. After a taste, the Frenchman decided that the English were mad after all.

One hundred and thirty-five miles to the south lies Bourges, and here came the cars from the toe of Sicily, after a run that challenged those of the others for uneventfulness. And thus the rally was complete except for the adventurers from Athens, of whom at that time little was known, although rumour flew from car to car. But in the meantime came Clermont Ferrand, St. Flour (a passage control), and then Le Puy—Valence. The rally drew a deep breath, as it were, and Wednesday night closed down over the great convoy. It swung south-east and entered the Massif Central, winding and climbing, drivers and navigators keyed up but weary on this third night in the car.

Expectations Upset

But the dreaded section was benevolent. There was a little snow, in ancient drifts, part ploughed away. There was a little frost, but who does not expect frost in winter? There was a little ice, but only enough to wag a tail. Certainly the gendarme in Lamastre, a small town thirty miles from Valence, who was sending the cars safely along the correct road, wore his heavy cloak, but the horse that was being watered opposite as it grew light had no need to nuzzle through ice on the trough. There wasn't any, and through the lovely valley that followed the rising sun sparkled on hoar frost while the tumbling stream below supplied water music. This was a *tour d'hiver*, not a rally, and after Valence, the route across to Gap maintained the illusion, for the Col de Cabre was incredibly beautiful.

The Athens Story

But the survivors from Athens had joined—tough, bearded motorists in battered cars; men, almost, from another world. What sort of world? Listen to J. A. Cooper, of *The Autocar*, who came through from the Greek capital as a crew member of the Stirling Moss Sunbeam-Talbot:

"The fifteen of us left Athens in the evening of a beautiful day, but most apprehensive of the possibilities which lay ahead. To Larissa the road and weather were both good, but then came driving snow and icebound roads over the first mountainous sections. This was not so easy, and as the first car in the convoy the Sunbeam-Talbot in which I was travelling with Stirling Moss and Desmond Scannell had to blaze the trail for the remainder. In fact, we were stuck, or off the road, three

times within 150 miles; but one advantage of a small body of competitors is that they rapidly develop a sense of comradeship in misfortune which is lacking in a large entry, and on each occasion we were helped by our supposed rivals. Johnny Pesmazoglou, Greek driver of a large Chevrolet, was extremely lucky not to go over the edge of an icy mountain pass, just balancing short of that point; but first actually ditched was the Fiat 1400 of Stylian Mourtzopoulos, soon, however, on its way again.

"So to Evzoni over a very rough piece of road, and the Greek-Yugoslav frontier. Here the weather was cold but fine; and as far as Skopje there was no snow, although the roads were rough and earth-surfaced. But, with the two hours' allowance for frontier formalities, time was ample for lunch in Skopje, the Yugoslav hospitality being overwhelming.

"Between Skopje and Nis the snow lay thickly packed on the badly surfaced lanes, and things became more difficult; here again we were ditched, in endeavouring to clear an approaching car. The Porsche driven by the Yugoslav champion driver, Milivoje Vukovic, got past, the driver stopping to enquire if we were all right; the big Chevrolet hit the parked car a glancing blow, and then, with a rope and more competitors to help, we were on our way once more.

"This section was not easy; but the next from Nis to Belgrade, was the worst of all. Here we were stuck again, while the rough roads also broke the attachments of our roof rack, which bounced on to the car bonnet and off into the snow complete with two chain-shod spare wheels, our

two shovels, the unditching gear and sundry other items! The wheels henceforth had to share the back seat with whoever was off duty; the other kit had to be abandoned. However, we arrived in Belgrade with time in hand; but many competitors lost marks, there now being only three with no penalty marks: Moss' Sunbeam-Talbot, Vukovic's Porsche and Mourtzopoulos' Fiat. The rutted, frozen snow road surfaces were so bad that every car was taking a terrific pounding; and after Belgrade, for the first 120 miles of the *autostrada* to Zagreb, the central ridge in the road surface was so high as to scrape continually the underside, jamming steering and pedal mechanisms with ice, while fog also arrived to plague tired eyes.

Into Italy

"And still there was snow, from Zagreb in the early hours of the second day up the winding road to Ljubljana. On from there to Trieste, where the Italian frontier was reached and Jugoslavia left; with reluctance in some ways, for the enthusiasm therein for the rally was tremendous, the crowds lining the route in all the populous areas being reminiscent of those seen during the Mille Miglia.

"Now the route lay across Northern Italy, past Venice to Padua, thence through slight fog to Vicenza, Brescia and via *autostrade* to Milan and Turin; but none of this was difficult, and the smooth road surfaces were a delight after those which we had been suffering. Now the third night was well upon us, and off we went again to Susa and up and over the Montgénévre pass into France and



Leonard Norman's Mark V Jaguar obviously well loaded as it deals with the Col des Lèques.

down to Briançon. Although there was snow on the top, it was not new and the run was an easy one; even the Col du Lautaret was open, unusually for this time of year, permitting us to take a shorter route to Grenoble than had been envisaged. Finally, an easy run along the valley brought the 11 survivors from the Greek starting point to Valence, to join the main rally route at the tail of the procession, and so to Gap and the regularity test thence to finish at Monte Carlo.

"Of those who had dropped out, Dr. and Mme Angelvin had had the misfor-

Climbing the Col de Cabre; Yves Chapron's Simca leads N. Papamichael's Fiat and M. Corbeletta's Kaiser-Frazer round one of the many acute corners.





The marshal at the Luxembourg control flags R. Mattock's Mark VII Jaguar (extreme left) into the car park. The Austin A.40 sports of J. Sleeman, which lost its third gear but gallantly carried on, can be seen in the centre of the row of cars.

XXIV RALLYE AUTOMOBILE MONTE-CARLO



JANUARY 1954

tune to split the radiator of their Simca before Belgrade; they repaired it and carried on to the finish, but were out of the rally. Lycouris' Volkswagen was out also, likewise Hatsatourian's I.F.A.; but

Henson, who started from Glasgow, raises the dust with the Ford Zephyr on the loose surface of the Col des Lèques.

Harry and Pauline Sutcliffe were still going strong with their gallant little Morris Minor, although they had lost marks on time both at Evzoni and at Belgrade."

In one way, then, the road section might be said to have finished at Gap, because the rest was the regularity test. But that was over a magnificent part of the route and so was very definitely road section as well as special test. But at Gap the position could be gathered as regards road markings, and those penalized were as follows:—

Road Section Penalties

Athens: Peugeot (Latune and Gay) 130, Simca (Chapron and Livernet) 80, Chevrolet (Pasmazoglou and Paspallia) 50, Fiat (Papamichael and Milledon) 40, Kaiser-Frazer (Corbett and Massey) 350, Fiat (Dardoulas and Ficolopoulos) 500, Morris Minor (Sutcliffe and Mrs. Sutcliffe) 260, Standard (Canaroglou and Neisaba) 140.

Monte Carlo: Peugeot (Hendendahl and Tom) 130, Renault (Roustau and Mme. Bagarry) 230, Pan-

hard (Renauld and Picart) 10, Ford Vedette (Watripont and Demeaux) 170, Opel Olympia (Zwort and De Boer) 930, I.F.A. (Nielermayt) 410, Simca (Levy and Levy) 90, Renault (Chapus and De Regibus) 220.

Glasgow: Morris Minor (Duckworth) 420, Austin (Syms and Syms) 520, Ford Zephyr (Kenyon and Bibao) 10, Riley (Milton and E.ridge) 170, Austin (Millard and Jackson) 110, Hillman (Wilson) 170, Austin (Broadbent and Dennison) 440, Ford Consul (West and Haynes) 40, Sunbeam-Talbot (Oldbury and Fraser) 220, Ford Pilot (MacCracken and MacCracken) 70, Sunbeam-Talbot (Humphries and Biggin) 1,050, Jaguar (Merrill and Hodson) 20, Hillman (Anderson and Hastie) 770.

Stockholm: Ooliath (Anderson and Nils) 70, Peugeot (Ylherne and Isotalo) 50, Peugeot (Rikila and Toivola) 260.

Oulu: Volkswagen (Mourier and Ramsing) 90, Citroen (Clausen) 30, Peugeot (Bernh and Bernh) 120, Renault (Westby and Gulliksen) 20, Citroen (Duvay and Bernier) 500.

Palermo: Simca (Marciot) 100, Fiat (Coppola and Scaramella) 240, Alfa Romeo (Costa-Guidi and Mme. Costi-Guidi) 100, Fiat (Beltrami and Modena) 20.

Munich: Simca (Chartin and Martin) 60, Lloyd (Grinn and Erim) 40.

Lisbon: Citroen (Lauvergnot and A'caard) 420, Willys-Overland (Cramer and Mrs. Cramer) 60, Ford Consul (Mrs. Needham and Miss Twiford) 10.

Under the gaunt, leafless trees lining the competitors' car park at Burgos, in Spain, on the route from Lisbon, spectators of all ages wait patiently for signs of activity. David's and Barbier's Peugeot (393) and the Citroen Six of Delaroche and Tabur are prominent.



At 5 a.m. on Thursday the Gap control opened, ready to receive the competitors, who were now faced with the most critical motoring of the whole event. By the first control (after Barrême) they had to decide the average speed that they intended to maintain not only on the easier parts of the route but also over the critical 7½ miles from Barrême to the time control before Castellane, a stretch that embraced the tortuous Col des Lèques. As the Col des Lèques was by far the most difficult part of the 165-mile regularity stretch, it was this section which was accepted by the officials as the standard for each competitor, penalty marks being incurred for any variations in average speed therefrom on the other three sections.

Reports filtering through to Gap indicated that the route was slippery in places but that an average speed of little under

the maximum (65 k.p.h.) might well be achieved. Most competitors, therefore, set a high average speed, many of them as much as 60 k.p.h. That may seem slow, but not on the Col des Lèques, which is a formidable climb at real speed.

As the first cars, headed by the orange D.K.W. of Blansjaar, arrived at Gap it was dark, of course, but on the Alpine road to Digne and on to Barrême the conditions were much better than would normally be expected in January. This part of the route is very flat by Alpine standards and the maintenance of any of the declared average speeds was easy. Even so, there was ill-luck awaiting. The most unfortunate competitor was Joannes Beekman, of Holland, in a Simca Aronde. A heavy lorry coming through the night in the opposite direction failed, it seemed, to keep in to its own side—even after it

had pulled up, its tail was well out in the road—and Beekman touched it. The side of the car was damaged along its whole length and, worse still, the crew had to change a buckled front wheel, losing valuable time in the process.

By the time cars began to arrive at Barrême the sun had risen, and by the roadside were dotted chilly and forlorn-looking people who, at appropriate moments, made signals to the cars that they had been awaiting. Mostly they made their signs to the little Panhards and Renaults, but sometimes to a Peugeot, and then the drivers knew that they were approaching a non-competing car or van into which they could put their surplus baggage and equipment, thus lightening their cars for the supremely important run over the col.

Officials at the time check outside

The Panhard driven by Robert Rainaut in the second stage of the regularity test between Barrême and Castellane, embracing the Col des Lèques. The approach to this section can be seen in the distance.





The Norwegians, Vold Johansen and Einar Glosli (Dyna-Veritas), from Oslo, on the twisty Le Puy-Valence section.



Barrême could see competitors approaching along the road on the floor of the valley below, and crew after crew ensured that they passed the actual control point to the second. During most of the day the first two or three turns of the climb up the col were covered with a thin, tacky layer of snow and frost, but all except the most powerful cars had fairly good adhesion. It was both exciting and impressive to watch them on that early part, which included the famous corner with a natural bridge of rock over it; they went up with their tails wagging, to try to achieve their target and so qualify as one of the best hundred eligible to enter the final test, round the Monaco Grand Prix circuit, on Saturday. Those among the Athens starters who still had clean sheets were not so fortunate as were the earlier arrivals, however, for when they reached Barrême the first part of the

climb was extremely slippery, and Moss, for example, had to coax his Sunbeam-Talbot to get up at all, as a result of which he lost some five seconds on the section compared with the time he had set himself.

From the summit itself spectators could see the cars tearing up and appreciate the extraordinarily high standard of driving skill. The little Renaults nearly all sounded throaty and healthy, and were going surprisingly fast, while three-gear cars like the Ford Vedettes seemed almost slow by contrast. Skeggs, in a Humber Super Snipe, was very impressive, and the 3-litre Alvis of John Banks was also fast. But however cars managed on the climb, their performances on the descent were the most exciting of all.

Down the Col

Going down, even the lowest powered cars had sports car acceleration, and the powerful cars could be pushed as if they were contenders for a Grand Prix. The Ford Zephyrs were particularly good, some of them howling down what was now a fairly good road. Repair works occasionally provided patches where the surface was unmade. The Zephyrs, particularly, travelled faster than any ordinary motorist would dare to attempt. T. C. Harrison was typical of this Zephyr contingent, going into a corner just after the summit at what seemed an almost impossible speed. However, he was checked by a Daimler being driven more slowly, and over the road works must have been

Lucien Doré follows an army 6 x 6 truck through Metz, in one of the popular Simcas.



almost blinded by the dust. Sydney Henson's Zephyr was also baulked, this time by a Sunbeam-Talbot with an all-women team.

T. Shanley went down in his Daimler at a terrific pace, and at one point, over a little bridge, the car slewed alarmingly, but the driver's grin indicated that everything was under control. Another hustler was Miss Hazel Dunham, in a Rover 75. She was really making the car work hard, and she negotiated the bad patches with considerable skill. C. Eyre-Maunsell was fast with another Humber, and on the way down to Castellane the average spectator (there were many on the col) was thankful that he was not among the crew!

Lightening Ship

While a success on the whole, the new regularity section had its anomalies. After the magnificent journey there was anti-climax in cars by the roadside awaiting the precise moment to pass the time control, or jettisoning baggage to increase performance; all the tricks, in fact, that can so easily rob a great event of its character. The unchecked sweep down to the Riviera in the hot sun was so much a part of previous rallies. Yet there was, as a result of the waiting, much to be seen. Marcel Becquart tore by, driving the Ford on stage one; Gatsonides took it up the col on stage two in a furious series of slides. Madame Simon climbed steadily and well in third gear, Blanchard hunched over his Panhard's wheel as if to ride it to the summit; Leslie Brooke was using his racing experience to good advantage, cleanly negotiating the famous arch on the ascent of the Col des Lègues.

Grimm in the little German Lloyd, from Munich, was having to work hard with only 386 c.c., but Duvey's 2 c.v. (375 c.c.) Citroën loped steadily up and was overtaken in a flurry by Mme Pochon's Renault. The 2 c.v. was



The travel stained Jowett Javelin of Mr. and Mrs. Leavens waits at the Strasbourg control while the crew checks in. The somnambulistic look on one member's face is caused partly by the photographer's flash bulb.

labelled Alger—Le Cap—Oslo—Monte Carlo, a suggestion of even greater triumphs. Paul Pizor's was typical of the many sparkling Peugeot performances; these cars, with only about 1½ litres, were outstanding wherever encountered. Paul Guiraud's came down in an elegant drift, which Cyril Corbishley's Daimler emulated more violently; Bercut was blipping hard on his throttle, which the

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Kaiser Henry J. did not seem to like. Madame de Cortanze-Hustinx looked worried, unusually, and Saiz Fernandez from Portugal clashed his gears with nerves.

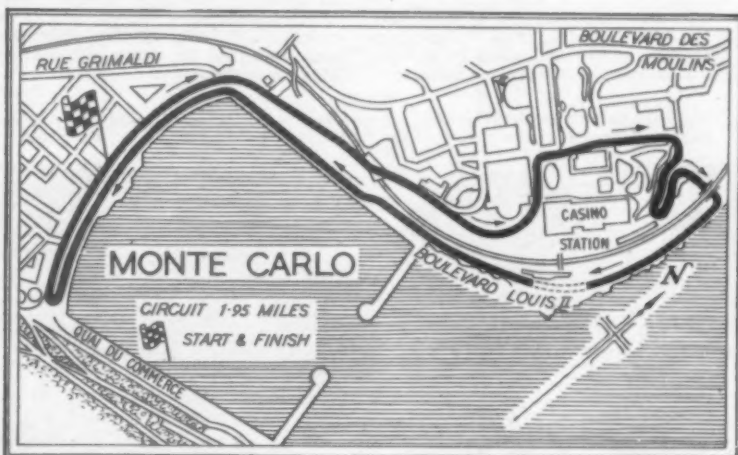
When Moss came over the distant brow of the col it was obvious that the Sunbeam-Talbot could be only his; even at half a mile the technique was unmistakable. The car was drifting, sliding to the rise and fall of the throttle note, and his judgment of the dusty wiggle where the roadmen had been busy was superb; it was difficult to know whether to feel envious or sorry for the rest of the crew, who were taken for a ride with a vengeance. After that Bennett came through in a cloud of Sapphire dust and it was time to leave the col and descend towards the Mediterranean, though first topping the Col des Luens after Castellane.

Just before Castellane there was a horrifying sight. At an awe-inspiring hairpin bend two skid marks led to the edge of the road, beyond which was little but space and, in the valley, Castellane. Investigation showed, however, that the marks had been made by front wheels and not back, and that the car had stopped in time. But the expression on drivers' faces as they saw the marks was amusing.

Regularity section 4 was from Grasse to Monte Carlo, and along the sea road it would have been easily possible to slip up, for the heavy car traffic is very often chauffeur-driven and unbudgable. The



The natural bridge of rock on the Col des Lèques dwarfs a competing car on the Barrême to Castellane section of the regularity test.



The Monaco Grand Prix circuit on which this year's rally was won. Six cars at a time tore round the course after a complex system of handicapping had been applied to the hundred cars which qualified from the road section.

Competitors queue up to enter the *parc-fermé* at Monte Carlo, while the yachts lie in wait for the sunshine.





police, however, did their best to help competitors, and as the thoughtful ones had stored time in hand on the fast slopes down from the mountains, there seemed no final bitter experiences. As the last cars came in on Thursday the lights of Nice flickered on, and later, 21 kilometres on, the lights of Monte Carlo blazed.

The final relinquishment of the wheel brings anti-climax, soon to be buried in heavy sleep. Friday has had its tension, its relaxations in swapping experiences,

The Irish-entered Mark VII Jaguar of Adams and Titterington takes the station hairpin during the speed test. This car finished sixth—the first British competitor.



Chiron's racing experience, particularly on the Monaco circuit, stood him in good stead during the speed test. He swings the Lancia through the Casino corner.

its expectation of the morrow. The evening closes in with those hundred magic names still unknown and the rally offices besieged. Outside, all day, they have been closing off the circuit with barriers. Saturday is the day of elucidation.

Monte Carlo, Saturday, January 23.

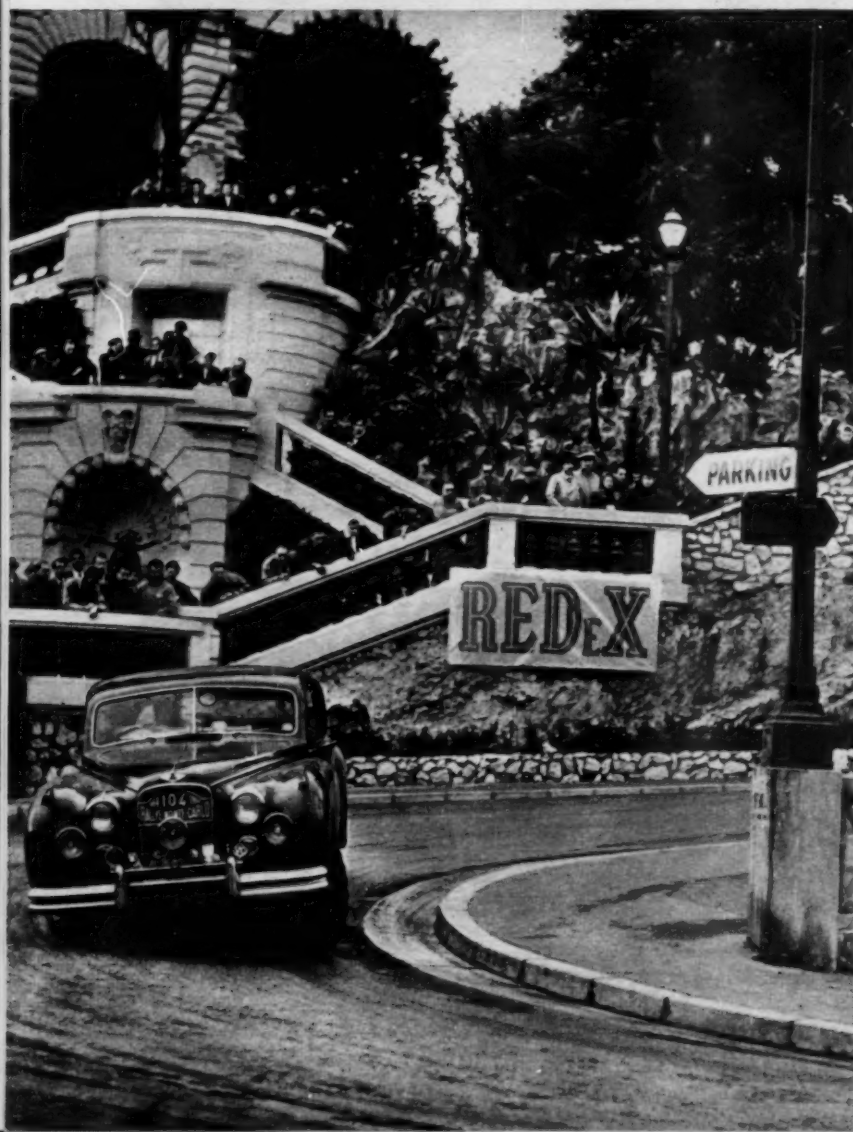
On Saturday the sky over the Mediterranean was leaden and a chilly wind came in over the water. In such conditions few spectators watched the cars, six at a time, take the circuit throughout the day, with Chiron all set to pull it off. This the Monégasque did in masterly fashion, sending the Lancia scudding round the harbour up the hill past the Hôtel de Paris, and down round the Casino through a series of fearfully writhing bends. Each car did five laps of this course, the fastest to count, and several drivers managed, by a great display of skill with unsuitable cars, to improve or maintain their positions.

Harper in the police-entered Humber was one; T. C. Harrison, J. Reece and Marcel Becquart, in Zephyrs, were others; Harrison and Reece were steadily fast, Becquart meteoric, but less consistent, taking the Zephyr up to terrific revs on second and braking with such temerity as to show that the long haul had done nothing to spoil the braking.

Skill at a Premium

Daimler Conquests were surprisingly good, but the Jaguar Mark VII's were unhappy until Ronald Adams showed how superbly they could be made to travel round this winding circuit. Moss, as was to be expected, made a tremendous effort over a course on which he excels, and to see him take the Casino corner was to realize that Sunbeam-Talbots can take it also; he pulled up two places by his skill. Alfa-Romeos were remarkable, that of the Swiss, Canonica, opening the proceedings with a polished performance. Later in the day another Swiss Alfa (C. Bormand), fighting every inch with Cecil Vard (3½-litre Jaguar), went through the barrier down by the harbour with some damage. There were other crashes as well, but there were no serious injuries, and, indeed, the most tragic happening of the rally seems to have been the collapse at the wheel of Leslie Johnson, just after successfully negotiating the Col des Lèques. Later news of his condition is given in "The Sport."

The speed runs dragged on, the night came down. Interest had waned, even in the excellence of the Peugeots and Panhards. The rally was in danger of fizzling out, but finished just in time, and the results were to hand sooner than is usual. Apart from the team prize—awarded at first to Alfa Romeo, though a team entry had not been officially nominated, and then falling to Sunbeam-Talbot—it had not been Britain's year.





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XXIV RALLYE
AUTOMOBILE
MONTE-CARLO

JANUARY 1954

CLASS WINNERS

Up to 750 c.c.: Panhard 745 (A. Blanchard and M. Lecoq).

751 to 1,100 c.c.: Porsche 1,086 (F. Metternich and J. Greger).

1,101 to 1,500 c.c.: Peugeot 1,290 (P. David and P. Barbier).

Over 1,500 c.c.: Lancia 2,451 (L. Chiron and C. Basadonna).

Charles Faroux Challenge Trophy (best performance of nominated team): Sunbeam-Talbot (S. Moss, Miss S. Van Dam, L. G. Johnson).

Coupé des Dames: Renault 747 (Mme M. Pochon and Mme L. Renaud).

COACHWORK COMPETITION

Grand Prix de Confort (coachwork comfort): Sunbeam-Talbot (B. Proos-Hoedjendijk and G. Seitz). Prix de Confort: Jaguar (C. Lambton and H. Bradley).

Grand Prix de Sécurité Routière (road safety equipment): Armstrong Siddeley (W. Couper and M. Tabor). Prix de Sécurité Routière: Willys-Overland (F. and Mrs. E. Cramer).

R.A.C. Trophy (comfort and road safety equipment): Armstrong Siddeley (W. Couper and M. Tabor).

Prix Spécial—50,000 francs (for special equipment): Hillman Minx (M. Anderson and R. Hastie).

In the full results that follow the information given for each competitor is: Final placing in the general classification; nominated drivers' names; car and engine size in c.c.; starting point (A.=Athens, M.C.=Monte Carlo, G.=Glasgow, S.=Stockholm, O.=Oslo, P.=Palermo, M.=Munich, L.=Lisbon); Marks lost in road regularity section; and Marks lost in the speed test on the Monaco G.P. course (the last applying only to the 100 competitors qualified for this test).

1. L. Chiron and C. Basadonna, Lancia 2,451 (M.C.), 72, 132.7. 2. P. David and P. Barbier, Peugeot 1,290 (L.), 73.6, 133.2. 3. A. Blanchard and M. Lecoq, Panhard 745 (L.), 79.5, 127.9. 4. C. Johansson and G. Gensen, Renault 747 (M.C.), 80, 127.8. 5. J. Vial and G. Panuel, Renault 747 (M.C.), 78.4, 130.2. 6. R. J. Adams and J. Titterton, Jaguar 3,442 (M.C.), 71.8, 138.5. 7. Mme M. Pochon and Mme L. Renaud, Renault 747 (L.), 75.1, 136.6. 8. C. Vard and A. Jolley, Jaguar 3,442 (M.C.), 73, 137.7, 139.6. 9. T. Guiraud and H. Beut, Peugeot 1,290 (L.), 77.2, 136.9. 10. F. Metternich and J. Greger, Porsche 1,086 (M.), 75.7, 138.7.

11. G. Houel and J. Quinlin, Alfa-Romeo 1,884 (M.C.), 82.3, 132.1. 12. H. Meier and Schenck, D.K.W. 896 (M.), 80.1, 134.6. 13. T. C. Harrison and H. W. Phillips, Ford Zephyr 2,262 (G.), 76.6, 139.8. 14. H. Marang and E. Celerier, Citroën 2,867 (M.C.), 75.4, 141.3. 15. S. Moss and D. J. Scannell, Sunbeam-Talbot 2,267 (A.), 76.77, 140.2. 16. A. Locatelli and M. Giavelli, Alfa-Romeo, 1,884 (M.C.), 76.6, 140.6. 17. M. Gignoux and J. Dennerstuller, Panhard 745 (M.C.), 90.8, 126.5. 18. G. Poidebard and Scholleman, Panhard 850 (M.C.), 78.9, 138.4. 19. V. Balmy and F. Vilreton, Citroën 1,911 (M.C.), 75.5, 142.2. 20. R. Ph. Faure and F. Leroy, Panhard 850 (M.C.), 81.3, 136.5.

21. C. de Cortanze and M. Contet, Peugeot 1,290 (L.), 79.3, 139.1. 22. L. O. Sims and A. P. O. Rogers, Riley 2,443 (G.), 79.1, 139.8. 23. R. Pegoux and M. Dubois, Peugeot 1,290

As indicated on page 141, the principal Rally results as officially declared have been thrown into doubt by protests lodged against the winning Lancia. The matter may have to be referred to the F.I.A. as the international governing body, in which case a decision may not be reached for some time. The parade of cars that always precedes the distribution of prizes, to have taken place on Monday, was cancelled, and only prizes not affected by the protest were awarded at the traditional dinner on Monday.

(L.), 81.8, 137.4. 24. J. G. Reece and P. B. Reece, Ford Zephyr 2,262 (G.), 75.8, 144.2. 25. L. Dore and G. Rumolo, Simca 1,221 (M.C.), 80, 140.5. 26. J. Murray-Fraser and J. Peerman, Humber 4,138 (M.), 75.2, 145.9. 27. L. Rosier and J. Rosier, Renault 747 (L.), 82.1, 139.5. 28. I. Andersson and H. Ohlstrom, Peugeot 1,290 (S.), 79.1, 144.1. 29. G. Menz and H. Brand, D.K.W. 896 (M.), 88.3, 134.9. 30. L. Picon and A. Esarras, Panhard 850 (M.C.), 81.1, 142.4.

31. Mme G. Rouault and Mme de Boni, Renault 747 (M.C.), 84.4, 139.1. 32. M. Parucci and M. Martin, Panhard 850 (M.C.), 87.6, 136.5. 33. F. Van de Kaart and A. Gacon, Porsche 1,086 (M.C.), 86.8, 137.9. 34. E. Loof and H. Wencher, B.M.W. 1,971 (M.), 75.5, 149.6. 35. R. Cotton and J. Blanchet, Panhard 850 (M.C.), 90.7, 134.5. 36. A. Canonica and W. Brandi, Alfa-Romeo 884 (M.C.), 86.3, 139.4. 37. Mme I. Terray and Mme R. Gordine, Peugeot 1,290 (L.), 88, 137.9. 38. A. P. Warren and F. D. Cooper, Riley 2,443 (G.), 80.7, 145.3. 39. J. Bremner and A. Oldworth, Riley 2,443 (M.C.), 81.6, 144.5. 40. T. Sloper and M. Servent, Jaguar 3,442 (M.C.), 78.2, 148.3.

41. S. Fabregas-Bas and C. Aumacellas, Jaguar 3,442 (M.C.), 76.8, 199.8. 42. C. de Ridder and S. Kalb, Peugeot 1,290 (M.C.), 90.5, 136.1. 43. J. D. Sleeman and R. C. Holmes, Austin 1,218 (M.C.), 84.2, 142.6. 44. A. Bonaldi and P. Cognet, Citroën 2,867 (M.C.), 82.8, 144.5. 45. O. Cappelli and G. Longo, Fiat 1,089 (P.), 84.9, 142.5. 46. B. Warledge and J. Langlois, Daimler 2,433 (M.C.), 83.5, 145.2. 47. D. O'M. Taylor and L. J. Tracey, Standard 803 (G.), 86.8, 142.1. 48. W. Greeve and H. André de la Porte, D.K.W. 896 (M.C.), 86, 143.0. 49. R. D. Mattock and D. Kirk, Jaguar 3,442 (M.C.), 77.4, 151.7. 50. L. Johnson and N. Garrad, Sunbeam-Talbot 2,267 (M.), 77.2, 152.1.

51. J. Risk and G. Burgess, Ford Zephyr 2,262 (M.C.), 84.5, 145.0. 52. R. Marion and J. Charnasson, Citroën 2,867 (M.C.), 81.8, 147.9. 53. J. Flinterman and H. Van der Heyden, D.K.W. 896 (M.C.), 90.2, 139.8. 54. B. Verge and J. F. Lesieur, Panhard 850 (M.C.), 92.9, 137.2. 55. M. Gatsionides and H. Beccou, Ford Zephyr 2,262 (L.), 86.6, 143.8. 56. E. Banois and F. Masero, Peugeot 1,290 (M.C.), 84.7, 146.3. 57. J. Bouchara and A. Sulzer, Simca 1,221 (M.C.), 82.8, 148.3. 58. H. Faulkner and Silverthorne, Ford Zephyr 2,262 (G.), 81.1, 150.7. 59. C. B. Pilgrim and G. Walker, Jaguar 3,442 (G.), 82.1, 149.8. 60. H. Glöckler and G. Meier, B.M.W. 1,971 (M.), 79.2, 153.0.

61. I. Hartley and W. Karlsson, Ford 3,917 (S.), 79.2, 153.4. 62. F. Berteaux and P. Marais, Renault 747 (L.), 88.5, 144.6. 63. C. Lesage and H. Gery, Sunbeam-Talbot 2,267 (M.C.), 77.6, 155.6. 64. C. Corbishley and S. Astbury, Daimler 2,433 (L.), 87.4, 146.0. 65. J. Cottet and A. Assot, Panhard 850 (M.C.), 93.3, 140.6. 66. B. Le Pelletier and M. Dussac, Simca 1,221 (M.C.), 85.1, 149.0. 67. E. Halvorsen and N. Hagen, D.K.W. 896 (O.), 91.2, 143.2. 68. J. W. Bowdage and J. E. Wright, Riley 2,443 (G.), 85.7, 149.4. 69. Mme G. Molander and Mme H. Lundberg, Simca 1,221 (S.), 81.8, 153.6. 70. J. Hulsaker and M. Duyvings, Fiat 1,395 (M.C.), 83.8, 152.6.

71. L. Lacerda and H. Rugeroin, Citroën 2,867 (L.), 92.6, 143.9. 72. S. Barendregt and I. Langestraat, Willys 2,638 (M.C.), 84.9, 153.4. 73. E. Wragham and D. R. Fisher, Jaguar 3,442 (G.), 86.7, 151.7. 74. M. Capdeville and R. Billard, Hotchkiss 2,312 (M.C.), 83.2, 156.3. 75. P. R. Bolton and A. Salter, Daimler 2,433 (G.), 93.3, 146.5. 76. T. Wisdom and A. Jeffries, Daimler 2,433 (M.C.), 89.1, 151.0. 77. Miss S. van Dam and Mrs. A. Hall, Sunbeam-Talbot 2,267 (M.), 89.8, 151.1. 78. J. H. Kemsley and P. Fotheringham-Parker, Sunbeam-Talbot 2,267 (G.), 81.7, 159.6. 79. Mme F. de Cortanze-Hustinx and Mme H. George, Peugeot 1,290 (L.), 92, 150.2. 80. J. McLaughlin and I. McLaughlin, Austin 2,199 (G.), 87.3, 155.0.

81. J. Rambaux and M. Segrestain, Panhard 850 (M.C.), 89.9, 152.4. 82. W. M. Couper and P. Tabor, Armstrong Siddeley 3,435 (G.), 89.7, 152.8. 83. C. Lambton and H. Bradley, Jaguar 3,442 (M.C.), 85.5, 157.5. 84. Mme Y. Simon and M. Kasse, Simca 1,221 (M.C.), 93.5, 150.1. 85. A. Suversen and P. Mallins, Ford Zephyr 2,262 (O.), 93.2, 151.1. 86. J. Hazemayer and W. Verzul, Jaguar 3,442 (S.), 89.6, 154.8. 87. W. Scheube and A. Ostermann, B.M.W. 1,971 (M.), 87.8, 158.1. 88. J. R. Skeggs and A. E. E. Teer, Humber Snipe 4,138 (G.), 86.8, 159.1. 89. A. Aury and P. Delahaye, Ford Vedette 2,158 (M.C.), 89.5, 157.1. 90. Mme R. Gregoire and G. Gregoire, Peugeot 1,290 (M.C.), 90.6, 156.9.

91. J. A. D. Lucas and L. H. Handley, Jaguar 3,485 (G.), 88.4, 159.3. 92. A. de Klugeneau and R. Mathieu, Simca 1,221 (M.C.), 90.1, 158.1. 93. A. R. Foster and L. Holdsworth, Hillman 1,265 (M.C.), 93.1, 155.3. 94. Dr. E. H. van den Bergh and J. Schieck, Opel-Kapitan 2,473 (M.C.), 89, 161.6. 95. J. L. Lemerle and Mme J. L. Lemerle, Renault 1,996 (M.C.), 90, 160.7. 96. T. G. Shanely and J. M. Daikin, Daimler 2,433 (G.), 72.4, 178.8. 97. F. Auriach and F. Courtes, Citroën 2,867 (L.), 75.1, 176.2. 98. V. Dassen and K. Herzdahl, Volkswagen 1,131 (M.C.), 89.2, 162.5. 99. G. Wood and R. Stokes, Ford Zephyr 2,262 (G.), 92.7, 159.2. 100. A. Prager and T. Culbert, Volkswagen 1,131 (M.), 91.5, 161.4.

101. C. Bornard and K. Spiliotakis, Alfa-Romeo 1,884 (M.C.), 74.8, 178.8. 102. B. Citroën and L. Domingo, Citroën 1,911 (L.), 84.5, 178.8. 103. S. Schild and O. Bjornstedt, Porsche 1,086 (M.C.), 90.5, 178.8. 104. G. C. Valerio and B. Bonini, Alfa-Romeo 1,884 (P.), 93.6, 105. R. Fulconis and F. Capra, Peugeot 1,290 (M.C.), 94.2, 106. L. Robin and R. Prier, Porsche 1,086 (M.C.), 94.3, 107. H. G. Arndt and J. de Rooy, Morris 800 (M.), 94.4, 108. B. Macartney and R. W. Homes, Bentley 4.561 (G.), 94.8, 109. C. Eyre-Maunsell and B. McCaldin, Humber 4,138 (G.), 94.9, 110. D. C. T. Bennett and Mrs. Bennett, Armstrong Siddeley 3,435 (L.), 95.5.

111. R. Busch and H. Mikkelsen, Renault 747 (O.), 95.7. (Tie) D. Wallace and W. Paul, Bentley 4,257 (G.) 95.7. 113. Y. Vivini and C. Berguet, Peugeot 1,290 (M.C.), 96, 114. F. M. Baker and H. Appleby, Jowett 1,486 (G.), 96.6. (Tie) F. Pons and B. Fousier, Simca 1,221 (M.C.), 96.6, 146. E. A. Brady and P. J. Menard, Simca 1,221 (M.C.), 96.7, 117. Dr. M. Noix and Mme Noix, Peugeot 1,290 (P.), 96.8. 118. R. Kineen and C. Fortune, Ford Zephyr 2,262 (M.C.), 96.9, 119. R. Sleight and R. Martin, Ford Popular 1,172 (M.C.), 97.5. 120. A. Grail and G. Robin, Citroën 2,914 (M.C.), 97.8.

121. J. M. Tew and E. C. Marsland, Jowett 1,486 (G.), 98.1, 122. G. Reynes and Mme Reynes, Peugeot 1,890 (M.C.), 98.2. Tie, C. Audibert and J. de Saint-Phale, Citroën 2,867 (M.C.), 98, 124. H. de Rijk, Sr., and H. de Rijk, Jr., Simca 1,221 (M.C.), 99.3, 125. J. Matheron and J. Bougeolle, Peugeot 1,290 (M.C.), 99.6, 126. J. Cauchy and T. Rodhain, Simca 1,221 (M.C.), 100.7, 127. J. Kvarnstrom and O. Johansson, Ford V8 3,917 (S.), 101.2, 128. L. Toftdahl and E. Torgveisen, Fiat 1,089 (O.), 101.3, 129. G. W. Fleetwood and G. Read, Ford Zephyr 2,262 (G.), 102, 130. H. Pathney and C. Renaud, Porsche 1,086 (P.), 102.1.

131. J. Stoddart and W. Stoddart, Standard 2,088 (G.), 102.4, 132. J. Bonavero and G. Cattiver, Citroën 1,911 (M.C.), 102.6, 133. J. Dollin and J. Badoche, Renault 747 (L.), 102.9, 134. T. W. Dargue and R. Fraser, Riley 2,443 (G.), 103.1, 135. R. Cahon and M. Lattive, Peugeot 1,290 (L.), 104, 136. O. R. Rothbol and J. Voigt-Nielsen, Fiat 1,089 (S.), 104.3, 137. E. R. Evans and G. Duke, Sunbeam-Talbot 2,267 (G.), 104.6. Tie, Dr. L. Taylor and Dr. L. Robson, Jowett 1,486 (G.), 104.6, 139. P. Pizot and A. Abutu, Peugeot 1,290 (L.), 105.5, 140. U. Lamminen and M. Taimo, Ford Corète 2,158 (S.), 105.8.

141. A. Askne and C. E. Larson, Saab 764 (S.), 106.2, 142. Comde de Caralt and G. Romeiro, Jaguar 3,442 (L.), 106.5, 143. E. Lambert and N. Milligan, Morris 800 (G.), 106.6, 144. J. Delliére and P. Poissonnier, Simca 1,240 (M.C.), 106.7, 145. J. Banks and M. Porter, Alvis 2,993 (G.), 107.9, 146. J. Blumer and F. G. Curtis, Ford Zephyr 2,262 (G.), 108.4. Tie, D. G. Scott and A. Fowall, Ford Zephyr 2,262 (G.), 108.4, 148. L. Davagnier and M. Moullet, Peugeot 1,290 (M.C.), 108.5, 149. M. Barbanchon and E. Clin, Peugeot 1,290 (L.), 110, 150. L. Gambini and G. Biagioli, Renault 747 (M.C.), 110.2.

151. R. Rainaut and C. Gorju, Panhard 850 (M.C.), 111, 152. P. Meck and A. G. von Jungferfeld, Porsche 1,086 (M.), 111.4, 153. R. Berger and B. Bourgeois, Renault 747 (M.C.), 111.7, 154. R. Marchand and M. Raimondi, Renault 1,996 (M.C.), 111.9, 155. M. Hovan and T. Seccombe, Renault 747 (M.C.), 113.8, 156. C. Bartlett, Ford Zephyr 2,262 (G.), 114.3, 157. Mme F. Sigrand and Mme de Beaulieu, Peugeot 1,290 (L.), 114.9, 158. O. Persson, Dodge 1,950 (S.), 116.2, 159. W. Sutherland and J. Sutherland, Riley 2,443 (G.), 117.8, 160. R. Arnaud and J. Garnier, Lancia 1,991 (M.C.), 118.

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172. J. Trieg and Mrs. Trieg, Hillman 1,265 (G.), 124.4. 173. L. D. Collin and A. Linton, Simca 1,221 (G.), 124.4. 174. J. A. Bolton and D. F. Rabbitts, Singer 1,497 (G.), 125.6. 175. Mme. de Loisy and Mme. Blanchon, Renault 747 (M.C.), 126.5. 176. Mrs. Needham and Miss Twyford, Ford Consul 1,508 (L.), 128.1. 177. W. Blomfield and A. Bennison, Ford Zephyr 2,262 (G.), 128.6. 178. B. Demole and F. de Noailles, Simca 1,221 (M.C.), 130. 179. A. Meredith-Owens and A. Pitts, Rover 2,103 (G.), 130.3.

180. K. G. Paulsen and R. Paulsen, Renault 747 (O.), 130.6. 181. K. Niccolletti and P. Laporte, Renault 1,996 (M.C.), 130.6. 182. M. J. Canello and J. P. Colas, Simca 1,221 (S.), 130.7. 183. L. M. Leader and R. J. Birse, Vauxhall 2,262 (G.), 131.3. 184. I. Wollers and L. Lohmander, Alfa-Romeo 1,884 (S.), 131.8. 185. Dr. A. Siboulet and R. Kuss, Simca 1,221 (L.), 131.9. 186. W. Buschmann and Prince Henry von Preussen, Simca 1,221 (M.), 132.9. 187. L. S. Norman and D. Farquharson, Jaguar 3,485 (G.), 133.2. 188. E. N. Brinkman and H. Sorrell, Renault 747 (L.), 133.8. 189. S. Mourtzopoulos and B. Antonopoulos, Fiat 1,395 (A.), 134. 190. M. P. Skarring and P. Kane, Simca 1,221 (O.), 134.6.

191. P. Olsen and W. Petersen, Peugeot 1,290 (S.), 135.5. 192. F. J. A. Vivien and C. H. Vivien, Jaguar 3,442 (G.), 135.6. 193. H. Skytte and A. Petersen, Ford Zephyr 2,262 (S.), 137.8. 194. A. Pouchol and de Gruyter, Citroen 2,867 (M.C.), 139.4. 195. R. Nellemann and P. Staal, Ford Zephyr 2,262 (S.), 139.8. 196. Miss H. Dunham and Mrs. J. Howard, Rover 2,103 (G.), 140.4. 197. F. Forestier and J. Capus, Simca 1,221 (L.), 140.5. 198. H. Brooke and I. Frazer-Jones, Sunbeam-Talbot 2,267 (L.), 140.6. 199. C. Edge and Mrs. Edge, Standard 803 (G.), 140.7. 200. P. Renaud and M. Picart, Panhard 748 (M.C.), 140.9.

201. E. Elen and K. Nuortila, Peugeot 1,290 (M.C.), 141.3. 202. J. Daroczi and F. Frakap, Fiat 1,395 (S.), 142.2. 203. A. Cognet and J. Gaspin, Renault 747 (L.), 143.3. 204. H. Niessing and F. Schorlemer, Borgward 1,498 (M.), 143.4. 205. Mrs. Leavens and B. Leavens, Jowett 1,486 (M.C.), 143.4. 206. Mrs. N. Mitchell and Mrs. E. Windom, Ford Zephyr 2,262 (G.), 144.5. 207. R. S. Henson and A. Collingson, Ford Zephyr 2,262 (G.), 144.5. 208. Graf Einsiedel and G. Wirth, Porsche 1,086 (M.), 146.1. 209. W. T. Franklin and J. Miles, Austin 2,660 (G.), 146.8. 210. O. Martikainen and I. Kurlenius, Peugeot 1,290 (S.), 147.7.

211. H. Hirschauer and Dr. W. Bieling, D.K.W. 896 (M.), 148.1. 212. M. Vukovic and D. Malaric, Porsche 1,086 (A.), 151.4. 213. F. C. Merrill and R. W. Hodson, Jaguar 3,442 (G.), 151.6. 214. E. Bouquet and G. Jaquin, Ford Zephyr 2,262 (M.C.), 151.7. 215. Mme. Rampinelli and M. Brunner, Opel 1,488 (M.), 152.3. 216. Dr. Moebius and R. Bouchard, Porsche 1,090 (M.C.), 154.2. 217. G. J. Grant and G. Phillips, MG 1,250 (G.), 154.5. 218. C. Spjuht and A. Bohm, Simca 1,221 (S.), 156. 219. J. Gibson and P. Scott-Russell, Daimler 2,433 (G.), 159. 220. R. Merrick and A. Grant, Sunbeam-Talbot 2,270 (G.), 160.2.

221. J. Lumme and J. Matinkari, Tatra 1,950 (S.), 160.3. 222. G. Ahrens and W. Schluter, D.K.W. 896 (M.), 161. 223. J. Provost and A. Lavaud, Peugeot 1,290 (L.), 161.3. 224. G. Lewis and W. Osborn, Jowett 1,486 (G.), 162.6. 225. A. Stross and D. Howard, Riley 2,443 (G.), 162.4. 226. M. Kozubski and E. Bickham, Sunbeam-Talbot 2,267 (G.), 168.1. 227. L. Chardin and P. Martin, Simca 1,221 (M.), 172.8. 228. L. Griffiths and R. Wingfield, Riley 2,443 (G.), 170.7. 229. R. Andersson and S. E.

Peterson, Saab 764 (S.), 174.2. 230. K. Bjorkqvist and O. Ahlstrom, Peugeot 1,290 (S.), 175.3. 231. E. Tuovinen and G. Heino, Renault 747 (S.), 176.1. 232. Miss M. Walker and Miss Faichney, Sunbeam-Talbot 2,267 (G.), 176.2. 233. Dr. A. Mitchell and J. Hastie, Wolseley 2,214 (G.), 176.7. 234. E. Morillon and P. Allanet, Peugeot 1,290 (L.), 177.7. 235. Mlle. Kuipers and G. Edelyn, Ford 3,920 (M.), 180.1. 236. P. Barck and E. O. Velasco, Peugeot 1,290 (S.), 181.2. 237. F. Cramer and Mrs. E. Cramer, Willys 2,638 (L.), 182. 238. M. Levy and R. Levy, Simca 1,221 (M.C.), 182.5. 239. A. Slotemaker and de Stoppelaars, Ford Zephyr 2,262 (M.C.), 184.6. 240. D. S. West and G. R. Haynes, Ford Consul 1,508 (G.), 188.9. 241. P. G. Walton and C. W. Batchelor, Vauxhall 2,262 (G.), 193.5. 242. J. Kenyon and L. Bilbao, Ford Zephyr 2,262 (G.), 195.5. 243. G. Delaroche and M. Tabur, Citroen 2,876 (L.), 195.8. 244. R. Dutoit and M. Monnier, Renault 747 (M.C.), 200.6. 245. F. Arezzo and G. Frederico, Lancia 2,451 (P.), 203.3. 246. G. Tarana and R. Salami, Lancia 1,991 (P.), 203.7. 247. J. Pemaszoga and G. Paspalet, Chevrolet 3,460 (A.), 204.8. 248. R. Mourier and B. Ramming, Volkswagen 1,131 (O.), 206.2. 249. S. Nordenskjold and S. Gyllenhal, Volkswagen

Team Prize Winners



Crews of the Charles Faroux cup winning Sunbeam-Talbot team: (top) J. Cutts, N. Garrad and L. Johnson; (centre) J. A. Cooper, S. Moss and D. J. Scannell; (below) Miss S. Van Damm, Mrs. A. Hall and Mrs. F. Clarke. Sunbeam-Talbots have now won the cup for two years in succession.

1,131 (S.), 207. 250. T. Lindblom and Y. Forbom, Citroen 2,867 (S.), 207.1.

251. H. Feldman and J. Strang, Riley 2,443 (G.), 207.9. 252. P. L. Edwards and G. Claybourne, Triumph 1,247 (G.), 209.2. 253. Miss J. Slater and Mrs. L. Ashfield, Sunbeam-Talbot 2,267 (G.), 210.1. 254. H. de Blomac and P. Aubour, Peugeot 1,290 (L.), 212.2. 255. M. E. Becker and R. Becker, Mercedes 2,195 (M.), 212.8. 256. J. Millard and N. Jackson, Austin 800 (G.), 215. 257. M. Kesavara and L. von Troil, Porsche 1,086 (S.), 213.3. 258. R. Kissler and H. Molino, Citroen 2,876 (M.C.), 213.6. 259. N. Richards and M. Austin, Sunbeam-Talbot 2,267 (M.), 214. 260. V. Keskimaki and M. Liljammo, Renault 1,996 (S.), 215.6.

261. J. L. Marcellet and Chevrotton, Simca 1,221 (P.), 216.8. 262. M. Carstedt and D. Borgman, Simca 1,221 (S.), 219.4. 263. J. Richard and E. Gazdaro, Kaiser-Frazer 3,720 (M.C.), 221.5. 264. R. Paule and M. Gaude, Simca 1,221 (L.), 225.2. 265. O. Rissanen and P. Rajala, Peugeot 1,290 (S.), 225.3. 266. H. Schulzik and K. H. Adebahr, Ford Taunus 1,172 (M.), 228.5. 267. D. Deuchas of Newcastle and Miss L. Snow, Sunbeam-Talbot 2,267 (G.), 230.9. 268. N. Papamichael and P. Milidonis,

Fiat 1,089 (A.), 234.7. 269. B. Proos Hoogendijk and G. Seitz, Sunbeam-Talbot 2,267 (S.), 240.6. 270. K. F. Johansen and P. Johansen, Volkswagen 1,131 (S.), 240.7.

271. V. Colucci and F. Dulla, Renault 747 (M.C.), 253.5. 272. A. McCracken and Mrs. McCracken, Ford Pilot 3,622 (G.), 256.5. 273. D. Clausade and R. Deces, Simca 1,221 (M.C.), 257. 274. K. Richardson and Mrs. Richardson, Rover 2,103 (G.), 257.8. 275. L. de Mello and M. Kunkle, Jaguar 3,442 (L.), 258.5. 276. Y. Chapron and G. Livernet, Simca 1,221 (A.), 258.6. 277. J. Latune and P. Gay, Peugeot 1,290 (A.), 259.8. 278. S. Croft Pearson and C. Field, Ford Zephyr 2,262 (G.), 262.7. 279. G. Cestelli-Guidi and Mme. M. Cestelli-Guidi, Alfa-Romeo 1,884 (P.), 263. 280. M. Grosogest and P. Biagini, Panhard 850 (L.), 269.1.

281. G. Bergman and B. Berglund, Peugeot 1,290 (S.), 274.1. 282. L. Petersson and B. Hermansen, Simca 1,221 (S.), 276.2. 283. P. Hue and M. Paoli, Citroen 375 (L.), 277.6. 284. M. Da Silva and Mme. E. Gerales, Jaguar 3,442 (L.), 285.7. 285. D. J. B. Brown and J. Lovitt, Ford Zephyr 2,262 (G.), 291.7. 286. J. C. Nairn and W. L. Burnett, Austin 2,660 (G.), 291.7. 287. J. Richard-Ducros and M. Romanet, Bentley 4,257 (L.), 301.8. 288. J. Heidendahl and K. Ton, Peugeot 1,290 (M.C.), 313. 289. E. Sokopp and W. Trojanowski, Ford 3,720 (M.), 320.5. 290. V. Tihmerne and E. Isoala, Peugeot 1,290 (S.), 335.8.

291. V. Hiemstrom and Y. Hansson, Simca 1,221 (S.), 339.3. 292. H. Gramta and K. Krim, Lloyd 386 (M.), 343.1. 293. G. Watrpoint and J. Demaux, Ford Vedette 2,158 (M.C.), 351.4. 294. W. Lindener and A. Glockner, Ford Taunus 1,172 (M.), 355.4. 295. H. Sutcliffe and Mrs. F. Sutcliffe, Morris Minor 918 (A.), 357.5. 296. J. W. Wilcox, Hillman 1,265 (G.), 360.9. 297. J. Canaroglu and E. Neidias, Standard 2,088 (A.), 378.1. 298. F. Roustan and Mme. Bagarry, Renault 747 (M.C.), 382.1. 299. M. Lauga and J. Jauson, Simca 1,238 (L.), 397.3. 300. S. Rikkila and S. Torvela, Peugeot 1,290 (S.), 397.4.

301. F. Coppola and D. Scarmella, Fiat 1,089 (P.), 418. 302. E. Chapus and E. De Ropibus, Renault 747 (M.C.), 419.5. A. Bergh and G. Bernt, Peugeot 1,290 (O.), 425.5. 304. J. K. C. Bayes and C. Prosser, Hillman 1,265 (G.), 430.5. 305. J. B. Campbell and R. D. Barrack, Riley 2,443 (G.), 441.8. 306. N. W. Kastner and J. W. S. Utley, Ford Zephyr 2,262 (G.), 466.3. 307. L. Castello and J. Lievadot, Austin 1,200 (L.), 470.6. 308. H. Niedermayr, I.F.A. 900 (M.C.), 501.1. 309. Miss A. I. C. Neil and Miss C. M. Neil, Standard 2,092 (G.), 524.7. 310. J. Duckworth and H. Taylor, Morris 800 (G.), 525.1.

311. C. Oldbury and D. Pott, Sunbeam-Talbot 2,267 (G.), 530.1. 312. J. Beckman and F. van der Vliet, Simca 1,221 (M.C.), 561.7. 313. P. Lauvergnat and G. Alazard, Citroen 2,892 (L.), 576.8. 314. A. Dardoulas and N. Nicolopoulos, Fiat 1,089 (A.), 609.1. 315. T. Anderson and Haugwitz, Goliath 688 (S.), 670.4. 316. M. Corbeletta and G. Massay, Kaiser 3,720 (A.), 682.4. 317. A. Bercut and P. Lamarque, Kaiser 2,640 (L.), 717.2. 318. M. B. Anderson and R. M. Hastie, Hillman 1,265 (G.), 863.2. 319. E. N. London and J. E. G. Brown, Jaguar 3,442 (G.), 905. 320. C. Clausen and T. Hansen, Citroen 2,867 (O.), 1,218.5.

321. A. V. Milton and K. Elvidge, Riley 1,496 (G.), 1,716.1. 322. J. Saiz Fernandez and C. del Fresno, Simca 1,221 (L.), 1,731. 323. J. Duvey and M. Bernier, Citroen 375 (O.), 1,833.2. 324. J. Broadbent and W. Dennison, Austin 800 (G.), 1,921.1. 325. R. C. Syms and C. R. Syms, Austin 2,660 (G.), 2,459.1. 326. W. Humphries and J. Biggin, Sunbeam-Talbot 2,267 (G.), 2,851.2. 327. J. Zwart and J. H. de Boer, Opel 1,488 (M.C.), 3,685.7. 328. A. Blansjaar and E. Selles, D.K.W. 896 (M.C.), 4,538.8. 329. A. Sipahi and H. Rundquist, Peugeot 1,290 (S.), 11,221.4.

Mont Agel Hill-climb

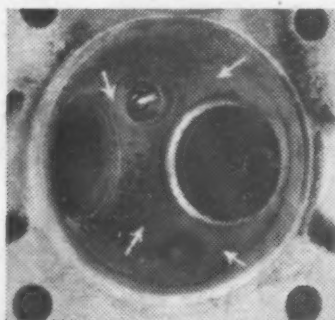
RESERVED for competing cars which had completed, within the scheduled time limits, one of the Rally routes, the Mont Agel speed hill-climb was held on Sunday, January 24. The hill is a little over 2½ miles in length and climbs from La Turbie to the Monte Carlo golf club at Mont Agel. Only the driver nominated on the entry form was permitted to drive each car and no passengers were carried. The hill-climb results had no connection with those of the Rally itself.

The combination of Louis Chiron's vast racing experience and the fast Gran Turismo Lancia proved unbeatable; Chiron's time of 3m 22s was considerably faster than that of G. Houel's 1,884 c.c. Alfa Romeo which was second. C. Vard's Jaguar was third, with a further two Jaguars (R. Adams and R. Matlock) fifth and seventh.

How SHELL with I·C·A gives you smoother running

PROVED EFFECTS OF SHELL'S NEW ADDITIVE ON YOUR ENGINE

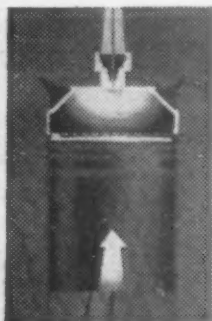
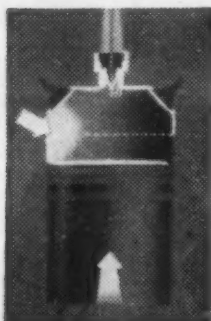
1 Car manufacturers are always trying to make engines more powerful and economical. Their best way of doing this is by increasing compression ratios (the average ratio of the new models at the last Motor Show was 7:1—and next year it will be still higher). This advance is extremely valuable, but it has made two problems much more serious: pre-ignition by glowing combustion chamber deposits, and spark-plug fouling.



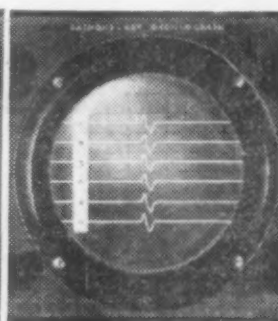
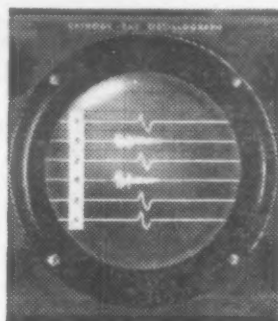
2 Every moment your engine is running, deposits (arrowed in the picture) are forming on your cylinder-heads. These deposits glow from the heat of combustion. The next picture shows deposits from a car which has been running on ordinary



petrol: they are being heated up and are glowing and smoking. The deposits on the right—being heated to the same temperature—are from an engine which has been running on Shell with I·C·A. They have been completely fireproofed by I·C·A.



3 Any glowing spot of deposit will fire the mixture in the cylinder well before the piston reaches the top of its stroke, as the left-hand diagram shows. This is pre-ignition. By fireproofing the deposits, I·C·A makes pre-ignition impossible: your cylinder fires correctly, as shown on the right, and you notice definitely smoother running.



4 Pre-ignition is the major enemy of smooth running. These oscillograph diagrams show why. On the left, cylinders 5 and 6 are showing early, violent fluctuations. This means that these cylinders are suffering from pre-ignition. The engine is not developing its power properly and its life is being shortened. On the right pre-ignition has been entirely cured by I·C·A's action on the deposits.



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CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

INDICATORS

Ambiguous Stop Lamps

[65394].—I heartily agree with your Editorial (*The Autocar*, January 15) that the winking indicator now legalized is an inferior device to the well-tried semaphore arm pattern, and would like to voice the opinion that the Ministry of Transport has not given adequate guidance in allowing the light signalling arrangements to become even more chaotic by permitting some manufacturers to embody three different signalling circuits behind a single lens.

I have long noticed, while driving in the dark, that the braking signal of many cars is not very obvious; tail lamps of modern cars tend to be very brilliant alone and, in fact, some drivers are unresponsive to light strength variations.

Surely the rule should be—one lens per circuit; no signals to depend on variations of light intensity. A suggested arrangement would be—rear lamps only on each wing with the stop lamp lens incorporated in the central number plate illumination fitting. I have observed several cars already fitted with this set-up and consider that it completely removes ambiguity of the braking signal; furthermore a useful economy is made in that one lamp of 12 watts is adequate instead of a pair of 18 watts.

But if we must have winking indicators surely the Continental arrangement of a single small protuberance on each side of the car is more effective? This will offend the disciples of the slab sided styling, but must efficiency and safety be sacrificed to satisfy an impermanent vogue?

South Harrow, Middlesex.

TED STANLEY.

Let World Opinion Decide

[65395].—I welcome the legalization of the winking light turn indicator. I am writing as a driver of 33 years' experience, who has suffered serious personal injury through a right turn signal being invisible from the rear of a large vehicle, and who has also been afflicted with three semaphore arm breakages during one year's motoring with his own vehicle.

After all, the Minister's action is merely permissive, and world opinion will soon decide which is the better type. Outside these islands, where choice has been unfettered, it has already done so.

S. M. NEALE, D.S.

Poynton, Cheshire.

Those Who Wish to be Doubly Protected

[65396].—No single system of turn indication is totally efficient and it would seem that a combination of both semaphore and flashing indicators would be the ideal.

My experience has been that in the face of frontal sunlight the flashing indicator cannot readily be observed, nor when there is bright sunshine from any direction. The British type of semaphore Trafficator, short though it is, is far more easily seen. In dense traffic where direction indication is extremely important and where the vehicles queue up within inches of each other, it is impossible to observe the flashing indicators of the car in front unless they are very much raised from their usual position, or the car in front is a taller car. The time-tried Trafficator comes into its own here.

Semaphore signals are not sufficient in themselves; many a time vehicles are not directly behind each other and therefore the Trafficator becomes invisible and only a flashing indicator (few use their hands to signal) would indicate the driver's intentions. Similarly, when the car in front is a very wide car, or if it is a lorry fitted with Trafficators, these cannot be seen by the vehicle behind, if directly behind.

CORRESPONDENCE

continued

Let us hope that the manufacturers will not do away with semaphore indicators, as some already have, but make flashing indicators optional extras for those whose wish it is to be doubly protected.

MICHAEL J. GRAYBOW, F.R.S.A.

London, N.W.11.

BULSTRODE PARK

Local Petition of Protest

[65397].—When the scheme to put a motor racing track in Bulstrode Park was revealed in *The Autocar* at Christmas time it struck Gerrards Cross like an atom bomb; it immediately became almost the sole topic of conversation among the residents, who are seething with indignation at the prospect of the district being spoliated in this way.

At a meeting of the Gerrards Cross Parish Council the Chairman reported that he had received a petition of protest with well over 500 signatures. This petition was merely a token to indicate to the members of the Council that they had the backing of the residents in any action they might take to oppose the desecration of one of the beautiful parts of Buckinghamshire. No attempt has been made to canvass the district properly, as it is deemed advisable to delay the full expression of outraged public opinion until the Buckinghamshire County Council has to deal with a formal application from the promoters.

One claim made is that the race track will bring prosperity to the district, but please do let us get this matter in the proper perspective. Gerrards Cross is essentially a residential area and its population has come out here to live to get away from race tracks and the noise, turmoil and litter which such schemes involve. If people choose a quiet rural area in which to live, why should they be followed by financiers anxious to bring them "prosperity"?

If it is really in the national interest that a motor racing circuit should be constructed, then by all means let one be laid out, but do not let a beautiful spot like Bulstrode Park be selected for the purpose. Instead of permitting vandalism to run rampant, why not choose one of the many areas which, in the national emergency, have already been laid waste by the War Office and Air Ministry, and which are no longer in occupation by them? The money proposed to be spent in destroying the beauties of Bulstrode Park could surely be employed in making one of these areas into a suitable course. Would it not be preferable to have the track nearer to the hub of the motor industry, somewhere in the Midlands?

Not only are the residents in the Bulstrode Park area alarmed by the awful prospect of seeing this lovely spot prostituted in the interests of profit making, but country lovers generally, as represented by the Council for the Preservation of Rural England and others, are equally concerned lest this beauty spot, which is a heritage of Britain, be despoiled and denied to posterity.

Gerrards Cross, Buckinghamshire.

C. S. DINGLEY.

The Opposite View

[65398].—I read with interest of the proposed race track at Bulstrode Park, and the subsequent letter from Mr. Edward Rouse [65385] came as an unpleasant surprise.

I cannot believe his statement that the vast majority of residents are against the project. Bulstrode Park, as your plan in the December 25 issue showed, lies well away from the residential part of Gerrards Cross; the amenities cannot be affected by the racing cars any more than by traffic using A40 which runs between the main parts of Gerrards Cross and the proposed track.

And surely a few days' racing during the season would bring no more discomfort than aircraft passing over every day. Here's hoping that plans may go ahead as soon as possible.

Gerrards Cross, Buckinghamshire.

R. LORES.

POLICE METHODS

How Hitler Would Have Laughed

[65399].—Having read recent letters to you regarding fellow-motorists' various encounters with the police, I think that a recent episode which befell my brother-in-law may also be of interest.

He happens to be quite a new motorist, having become the owner of a Ford Eight some six months ago, and passing his test the first time he was examined. Living in Lincoln, and his motoring trips having been limited to that district, he was amazed on December 19 to receive a notice of intended prosecution from Romford police station on a charge of having driven a motor vehicle dangerously in Romford on the tenth of that month.

Apparently an offender's registration number had been misread by a motorist who had reported it for a very bad offence

and for failing to stop after hitting another vehicle. After a visit from the Lincoln police he eventually received a letter from Romford H.Q. informing him that confirmation of a mistake having been made had then been established, and that the intended prosecution would be withdrawn. Although my brother-in-law knew he was innocent, and in his case was able to prove that he was nowhere near Romford at the time of the offence with which he was charged, it may well not have been so easy to demonstrate his innocence. Surely some check should have been made before he was served with such a drastic, official form. If this had been done he would have been saved a somewhat worrying experience—the sort of experience that tends to upset such a careful motorist as I know him to be.

I myself have had many years of motoring, and I heartily agree with your previous correspondents that, although cars are a necessity for the community, however careful and considerate one may be, there is always that nagging feeling (especially in strange towns) of "Now, am I allowed to stop here? Will it be all right if I go down there? Why is that patrol car on my tail? What's that policeman looking at me for?" I am sure that on occasion every driver on the road has experienced those sort of thoughts.

What would the police do without us?

H. N. EVANS.

Downend, Bristol.

"Look—No Lamps!"

[65400].—With reference to The Scribe's paragraph about the Surrey police's procedure of shining their head lamps on the rear windows of motorists (January 22), a friend of mine was caught recently and fined £5 in a similar way. The police sat on his tail through Westcott village with their lamps full on and when he tilted his mirror they put their lamps out and followed him without any lamps and caught him doing 43 m.p.h. as he entered Dorking. They actually passed him with no lamps on—but it still cost him £5.

Ashtead, Surrey.

A. B.

[Paragraph 60 of the Highway Code states: "Switch off or dip your head lights when you are following close behind another vehicle which you do not intend to overtake."—Ed.]

MEMBERSHIP

Has the A.A. the Greatest?

[65401].—The November 27 issue of *The Autocar* has just reached me and on the cover advertisement I was astonished to see this statement: "With a membership of 1,300,000 the Automobile Association of Great Britain is the world's largest motoring organization."

In the March, 1953, issue of the American Automobile Association Bulletin, I find this: "The total membership (of the A.A.A.) at the end of the year 1952 was 3,868,330 members. A.A.A. membership reached its first million in 1940—38 years after the founding of the organization. Membership will probably pass the four million goal before mid-1953." The Bulletin goes on to mention that 4.3 per cent of the membership resides outside the continental United States.

The December, 1953, issue of the Bulletin mentions that there are over 18,000 A.A.A. contract garages and service stations. And the August, 1953, issue tells about the safety services of the A.A.A., which are not inconsiderable. For example, they help school people to organize and maintain 550,000 boys and girls as members of the School Safety Patrols, who are "doing a lifesaving job for schoolmates."

All of which is by way of information for the benefit of the copywriter or researcher whose work led to the statement in the Austin advertisement. I know that *The Autocar*, meticulously careful about its own statements of fact, had nothing to do with it.

As always, I enjoy *The Autocar* very much indeed, and wish you and the staff an ever improving outlook.

PHILIP M. WOOLWORTH

South Bend 28, Indiana, U.S.A.

ACCIDENT PREVENTION

Is the Gear Box a Factor?

[65402].—I should like to add my remarks to the recent discussions on road safety and prevention of accidents. It has long been my belief that a good many accidents are caused by the reluctance of drivers to change gear, with the result that they fail to slow down or stop when safety demands that they should do so. The fact that most women drivers heartily detest "that nasty old clutch" has been a standing joke so long that its

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flat floor for maximum space and a luggage boot that holds several large suitcases with ease. The independent front suspension is outstandingly effective, being provided by laminated torsion bars. To save you trouble, the chassis lubrication is carried out automatically. The 6 cylinder O.H.V. engine develops 75 b.h.p. and petrol consumption ranges from 26.5 m.p.g. at 30 to 21 m.p.g. at 60. These are just a few of the features that put the 'Conquest' definitely out in front.

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CORRESPONDENCE

continued

truth has become somewhat obscured, as has the fact that many men drivers regard the clutch with equal detestation. Accordingly, we have become so reluctant to part with top gear that we will cling to it through thick and thin, even at the expense of safety.

The obvious solution, if my premise is correct, is to build cars which require no gear changing. The method of achieving this desirable end, whether by the use of power plants which will operate gearlessly, or of those with their own fluid transmission as an integral part of their design, or by the use of conventional engines with automatic transmissions, is a matter of technical possibility and public taste. As regards automatic transmissions, it would be interesting to know something of the effect on the accident rate in America since the widespread adoption of these devices.

Victoria, Australia.

D. BOLTON.

GOING BRITISH

Unfair Comment?

[65403].—Whilst I have no wish whatsoever to dissuade Mr. Jose Patrao, Jr. [65355] from going British, I do think his comments about the Volkswagen are most unfair and certainly incorrect.

To cover only 3,200 miles in three years is alone proof that the owner has not fairly assessed his Volkswagen and, quite apart from the negligible repair bill, which even if 32,000 miles had been covered would probably still have been negligible knowing this car's extremely good record of reliability, his criticism of the suspension is strange indeed.

In fact, I should say the suspension is beyond praise, giving big car comfort and first-class road holding, and I suspect that the reason why he has experienced the uncomfortable ride is incorrect tyre pressures, or inadequate lubrication of torsion arm links, or partial seizure of torsion arm bushes through using incorrect grease.

G. PARKER.

Chorlton-cum-Hardy, Lancashire.

[Staff experience enables our correspondent's favourable comments above concerning suspension to be fully endorsed.—Ed.]

YELLOW LIGHTING

The Most Economical Type

[65404].—Electric discharge lamps for street lighting referred to by Mr. Georges Roesch [65390] are not used because of their colour but in spite of it. These lamps provide the best and most economical known way of converting a given amount of electrical energy into light, and far surpass the efficiency of the tungsten gas-filled lamp previously used.

The complexity of the circuits used for such lamps render the more simple (and therefore cheap) tungsten gas-filled lamp the only economical source of light for motor vehicles at present.

The yellow cadmium bulb of certain car lamps serves only to reduce the light output from the bulb by filtering out some of the visible rays, although the resulting yellow light of diminished intensity enables some drivers to believe they can see better than with the whiter, unfiltered light given by the normal glass bulb.

C. R. DAVY.

London, W.C.2.

[Comment on yellow lighting appears on page 129.—Ed.]

BIG ENGINES

Pre-war Comparisons to Bear in Mind

[65405].—As a respite from the apparently interminable series of letters on road manners, driving tests and the like, may I interpose with a few brief items of general technical interest?

I have been rather disappointed recently to notice that your technical staff does not seem to be quite as conversant with pre-war cars as it should, when referring to such matters as the size of current American engines and their comparison with British engines. There have been several references to "large" American engines and in one instance, if I remember correctly, the Cadillac engine, approaching 5½-litre capacity, was described as "enormous." This is a misnomer, of course, for 5½ litres is not enormous by any standards. It happens to be the largest capacity of the current range of American cars so far described in *The Autocar*, but it is considerably smaller than a number of pre-war models, as the following names will remind us.

Who does not remember the Duesenberg of 7½ litres, the Auburn V-twelve of 6½ litres and the 5½-litre Cord, and, for a direct comparison, the V-sixteen and V-twelve Cadillacs of 7½ and 6½ litres respectively? Packard and Lincoln also produced

V-twelve engines in the 6- to 7-litre class. These really large American cars were all standard models with a complete range of body styles and were handled in this country by well-known concessionaires during the 'thirties. They were all available to the general public, which is more than can be said of any new American car to-day.

Your articles on the trend of U.S. design are very interesting indeed, but the constant reference to a "power race" may be a little misleading to some readers. The emphasis should not be on mere size, but on the far greater efficiency now obtained from a given cubic capacity, a capacity in the case of Lincoln, Cadillac and others, considerably less than of the pre-war engines. This attainment of high efficiency is itself no new thing even for American engines. The Duesenberg of 1931, of 7½-litre capacity, gave 265 b.h.p. at 4,200 r.p.m. (320 b.h.p. supercharged), while the Auburn V-twelve gave 160 b.h.p. These figures compare very favourably indeed with those of their 1954 counterparts, nearly a quarter of a century later.

There was a number of large Continental cars, too. I remember in particular the Mercedes-Benz 540K of 1937, which gave 180 b.h.p. at only 3,500 r.p.m. from 5½ litres, and the Hispano-Suiza V-twelve of 9½ litres. A truly remarkable car, the latter, weighing two tons and giving really phenomenal acceleration figures on gear ratios of 2.72, 4.10 and 5.44 to 1!

Many well-known British cars also had much larger engines in the 'thirties. Besides our old friends the 6½- and 8-litre Bentleys, the 7½-litre V-twelve Daimlers and the big straight-eight Sunbeam, all of which were discontinued early in that period, there continued right up to 1940 the Phantom III Rolls-Royce of 7½ litres and the Lagonda and the Sunbeam-Talbot, both of 4½ litres. Even in the popular makes engines were bigger and performances correspondingly stronger. For example, both Austin and Morris produced a 3½-litre family saloon for many years, Vauxhall a 3½-litre saloon and Wolseley a 3½-litre chassis giving 108 b.h.p. at 3,600 r.p.m.

The list is a long one and offers much food for thought, particularly for the younger generation of drivers, who consider, perhaps, that a 1953 car offers the last word in motoring. Body styling apart, the only great technical advance I see in the modern car is the maintenance of good performance, with a considerably smaller engine. Except for refinement, performance itself has not greatly changed, for a number of older popular makes could maintain a cruising speed of 55-60 m.p.h., as pre-war Road Tests will prove, and acceleration figures were virtually as good as today.

It must always be remembered that today's standards are based on the experience gained during the heyday of world motoring, the nineteen-thirties, with cars, many still running well to-day, which are not so old fashioned as some sophisticated people would have us believe.

New Malden, Surrey.

KENNETH C. RENAULT.



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ACCESSORIES

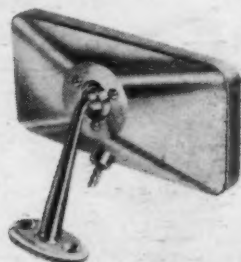
Standard Eight Décor

AN embellishment for the edge of the air intake to the radiator of the Standard Eight has been introduced by Cosmic Car Accessories, Ltd., Bescot Street, Walsall, Staffordshire. This consists of a light alloy casting with a chromium-plated finish, and it is in the form of an oval moulding with a horizontal crossbar. In each end of the crossbar there is a stud for securing the grille to the front panelling. The fitting is simple, as the grille is offered up to the edge of the air intake so that the position of the two securing studs can be marked on the panel. At these points holes are drilled to receive the studs, and when nuts are run on the fitting is securely held. Rubber pads at the back of the moulding prevent actual metal-to-metal contact, so that there is no possibility of noise or vibration being set up over a rough surface. The price of the grille is £4 17s 6d plus 2s 6d postage.

Another Cosmic addition to the Standard Eight is in the form of trim panels which are attached by self-tapping screws to the base of the doors, so that they form useful pockets for the stowage of maps and gloves. These trim panels are finished in blue or maroon, to match the upholstery of the car, and the top edge carries a chromium-plated finishing strip. The set of four panels costs £1 17s 6d plus 2s 6d postage.

Dipping Mirror

A PRISMATIC dipping mirror has been introduced by Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middlesex. A small lever dips the glass, which then reflects a dimmer, non-dazzling image at night, or when driving away from a setting sun. The glass is plain

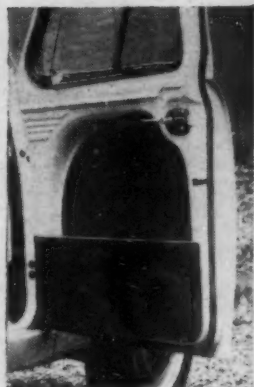


Tudor's new dipping mirror. The arm slants a little from the mounting.

and gives a true-sized image. The mirror frame is 5½in by 2½in, and the height, including the mounting arm (which is not telescopic), is 2½in to the centre of the glass. All the chromium plating seems smooth and thick, and the general construction is sound. This mirror costs £1 5s.

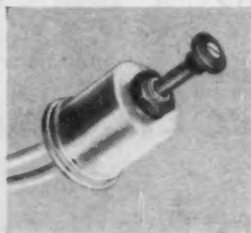
Pedal Screen Spray

A FOOT-OPERATED version of the Trafalgar Clear View windscreen spray was originally developed for the Rover company, but has now become available for other cars. The hand-operated bulb version still continues.



A trim panel for the front right door of a Standard Eight, and an air-intake surround

The foot-operated model has a larger delivery and a slightly larger suction tube; the glass under-bonnet container, which is of a moderate size, easy to accommodate in today's Built-up Area engine compartments, is common to both versions; and so are the two adjustable jets, chromium



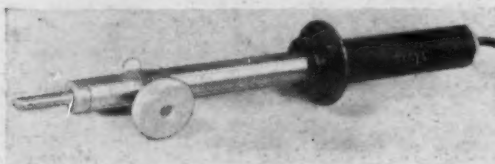
A pedal pump for the Trafalgar windscreen washer. Only the pedal itself would appear on the driver's side of the floor.

plated on rustless metal. The foot pedal spray costs £1 19s 9d. With a fixed Rover-type jet it is 1s less, but accurate jet adjustment of a spray is important, and what suits Rovers may not suit all cars.

The makers are John Sydney, Ltd., Rochelle House, Brixton Hill Place, London, S.W.2.

Soldering "the Electrics"

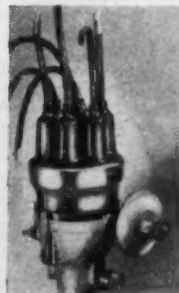
A SMALL soldering iron which is of a size and design most convenient for work on the ignition and lighting systems of cars, where many points are somewhat inaccessible, has been introduced by Kenroy, Ltd., 152 and 297, Upper Street, London, N.1. The tool has a heat-resisting aluminized finish. It is 8½in long, and



The Tyana soldering iron has a small insulated pad clipped to it, to hold the iron clear of the bench when it is laid down.

weighs only 2½ oz without its wiring lead and the little "tool clip" stand, which has an insulated bottom. This little stand can be left in place when using the tool, so that it can be laid down anywhere in safety. There is a long ¾in bit, and the power, 40 watts, is adequate. A nice job can be done even where there is a lot of metal in the work, to conduct away the heat.

The iron is called the Tyana Triple Three. It costs 19s 6d, spare bits are 2s each, and replacement heating elements cost 6s 6d.



One of Creator's plastic covers for distributors.

Waterproofing Distributors

IN extreme conditions, condensed moisture or actual water from flooded roads can put a distributor out of action or cause difficulty in starting. A waterproof cover, made from a very flexible plastic which is also oil-resisting, is a new product of Creators, Ltd., Woking, Surrey. The cap, which costs 5s for six-cylinder and 4s for four-cylinder distributors, is made for those fitted to most older cars, including those that have a condenser on the side, and most modern ones. But some distributors are not catered for.



When you see this label on the steering wheel
your motoring will be safer

When you ask for your brakes to be re-lined with genuine Ferodo Anti-Fade Brake Linings, this orange and black label will be tied to the steering wheel of your car after final testing. If it's not, do please ask your garage why. It's well worth your while making quite sure your brakes have been re-lined with Ferodo, because the safety of your passengers—and yourself—may depend on it. For instance, if brake drums become too hot, some linings will 'fade' or become less efficient—and that can be fatal in an emergency! So always ask for—and see that you get—Ferodo the Anti-Fade Brake Linings that give you safer, more reliable braking and greater driving control.

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HILLMAN
I always use
CASTROL"



THE MASTERPIECE IN OILS

NEW CARS
DESCRIBEDALFA ROMEO
1900 T.I.

PROMPTED, no doubt, by the ever-increasing popularity of sports car races and the demand for faster and more highly developed cars, Alfa Romeo have produced the 1900 T.I. model. This car made its first appearance in the 1953 Tour of Sicily and it



The Alfa Romeo 1900 T.I.; although basically the same as the normal 1900, this model is capable of sustained high speeds and is built to cater for the enthusiast with competition work in mind.

MODIFIED SALOON FOR RACING ENTHUSIASTS

was soon evident that it was a car of tremendous performance. It retains the steel body-chassis construction of the 1900 model which was Road Tested by *The Autocar* in November, 1952, and, in fact, the engine, transmission and suspension have not been substantially altered.

Some of the modifications which distinguish the T.I. from the 1900 are twin exhaust pipes, cooling holes in the disc-type wheels, and air intakes for the front brakes. The engine is fitted with twin Solex P.11 downdraught carburettors and this equipment has helped to increase the output of the power unit to 100 b.h.p. at 5,500 r.p.m. compared with the standard 1900 engine which produces 79 b.h.p. at 4,800 r.p.m. It is claimed that the T.I. is capable of speeds exceeding 105 m.p.h. Further modifications include a new light alloy cylinder head carrying larger valves, stronger valve springs, and improved exhaust and inlet manifolds. The valve timing of the T.I. is as follows:

Inlet valve opens	27 deg	B.T.D.C.
Exhaust valve closes	27 deg	A.T.D.C.
Exhaust valve opens	71 deg	B.T.D.C.
Inlet valve closes	71 deg	A.T.D.C.

The one-piece crankcase and cylinder

block, the pressed steel sump, crankshaft, connecting rods, and camshaft drives are unaltered though the camshafts themselves are new. By using twin choke carburettors each cylinder is virtually served by its own unit and a great deal of attention has been paid to the new exhaust and inlet manifold. In fact, Alfa Romeo engineers claim that a fair proportion of the increased power can be credited to this aspect. The two exhaust pipes—one to each two cylinders—pass through a common expansion chamber and each pipe has a silencer at the rear.

The original design of the dry single-plate clutch and gear box is retained and the gear ratios remain unchanged. However, the linings and springs of the clutch unit, and the material specification of the gears have been altered to compensate for the greater loads created by increased output. The main difference in the transmission is in the rubber joints of the divided propeller-shaft. On the original 1900 model these were hexagonal with three-armed spiders, on the T.I. they are octagonal and carry four arms; again an allowance for additional available power.

An alteration has also been made to the

front brakes. The diameter has been increased to 12in ($\frac{1}{2}$ in larger than those of the 1900), and an air duct is fitted on the brake back plate. This duct carries the air to oblique fins located on the outer radius of the brake drums. From these fins the air is deflected through the apertures in the disc-type wheels. Larger brake drums have necessitated an alteration to the steering linkage and the turning circle is consequently increased. The diameter of the rear brake drums has not been changed.

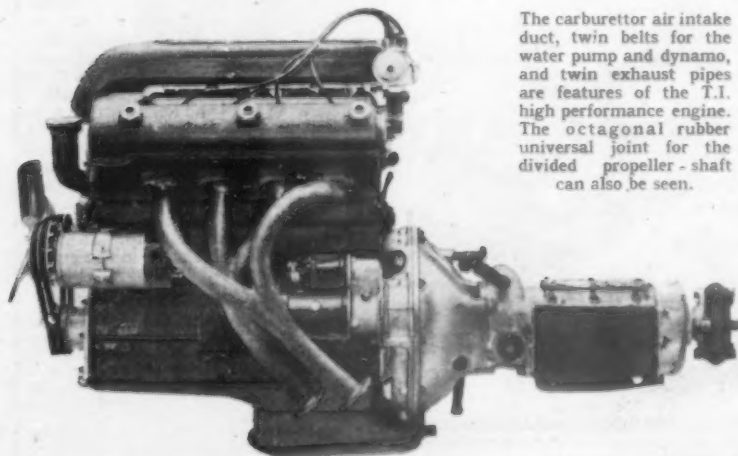
The five-seater body is exactly the same as that of the 1900 model with the exception of a few additional instruments considered necessary on a high-performance car. The capacity of the fuel tank has been increased to 22½ gallons and the cooling system has been slightly modified to cater for sustained high-speed driving. It has been claimed that the engine can be tuned to produce over 120 b.h.p. at 6,000 r.p.m. without being basically altered. The fact that Lorraine Dubonnet completed 20 laps of Montlhéry at an average speed of 108 m.p.h. with a fastest lap of 114.9 m.p.h. seems to substantiate that statement to a certain degree. Production of the Alfa Romeo T.I. started last spring and is proving very popular with those for whom it was originally designed.

M.p.g. Maintained

The abbreviation T.I. stands for Turismo Internazionale which is the name of the category in Italian sports car rules for which the car was conceived. Several variations of the standard model are available and, in fact, a special series has been produced for the traffic department of the Italian police. It is believed that these particular cars are capable of speeds exceeding 115 m.p.h.

On the standard 1900 saloon, *The Autocar* obtained a maximum speed of 105 m.p.h. and a fuel consumption of 17 m.p.g. was recorded, yet Alfa Romeo technicians claim that the T.I., despite its increased potency, gives the same figure. During the test runs made at Montlhéry official fuel consumption figures were, in fact, 17 m.p.g. which would appear to substantiate that statement.

It is interesting to consider which of the



The carburettor air intake duct, twin belts for the water pump and dynamo, and twin exhaust pipes are features of the T.I. high performance engine. The octagonal rubber universal joint for the divided propeller-shaft can also be seen.

ALFA ROMEO 1900 T.I.

continued

modifications is responsible for the greatly increased performance figures and the unimpaired fuel consumption. There is no doubt that the Alfa Romeo technicians have notably developed what was already an outstanding production.

SPECIFICATION

Engine: Capacity: 1,884 c.c. (114.9 cu in). Number of cylinders: 4. Bore and stroke: 82.55 x 88 mm (3.25 x 3.46 in). Valve gear: twin o.h.c., chain driven. Compression ratio: 7.5 to 1. B.h.p.: 99 at 5,500 r.p.m.

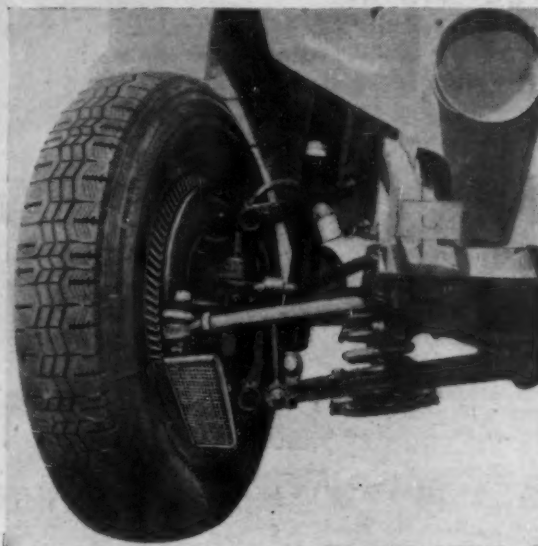
Brakes: Type: F, Girling 2 L.S. R, Girling leading and trailing shoe. Method of operation: F, hydraulic. R, hydraulic. Drum dimensions: F, 12 in diameter; 2 1/2 in wide. R, 11 1/2 in diameter; 2 1/2 in wide.

Dimensions: Wheelbase 8 ft 7 1/2 in. Track: 4 ft 4 in (F); 4 ft 4 in (R). Length (overall): 14 ft 6 in. Height: 4 ft 10 1/2 in. Width: 5 ft 3 in. Ground clearance: 6 1/2 in. Frontal area: 20.25 sq ft (approx).

Electrical System: 12-volt. 38 ampere-hour battery. Head lights: Double dip, 35-35 watt.

Suspension: Front, double wishbones and coil springs with telescopic dampers. Rear, rigid axle with parallel radius arms, coil springs and triangulated central linkage. Telescopic dampers.

The front suspension — which employs Girling hydraulic dampers — is by coil springs and wishbones. The large air scoop and oblique fins are features of the modified front brakes of the 1900 T.I.



LLOYD MINICAR for 1954

MODIFIED MIDGET FROM GERMANY

IT is now almost four years since the Lloyd minicar was first introduced by a subsidiary of the Carl F. W. Borgward company at Bremen. Since then, this little car has been modified and improved, and although started as a mere toy it has won its way into the top rank of practical motoring. The original model had a leather cloth covered plywood body, but last year saw the introduction of steel panels for the sides of the car. The latest modifications include a steel bonnet top, and a steel luggage locker lid. The roof and window frames are still made of wood.

Telescopic spring dampers are now fitted as standard equipment instead of being supplied as optional extras. A

simple interior heater is also supplied with the car. The one-piece chassis frame is of welded tubular construction with a pressed steel floor pan strengthened by ribs and slightly upturned at either end. The front suspension is by transverse leaf springs and the rear wheels are carried on short swinging axles hinged to the central frame tube with longitudinal half-elliptic springs mounted in rubber.

The capacity of the two-cylinder two-stroke engine has been increased to 386 c.c. and it is mounted, as before, ahead of the front axle line, making it clearly accessible for servicing. It is air cooled by a fan which is belt driven from the crankshaft. Power is transmitted to the front

wheels through a dry single-plate clutch and three-speed gear box. The front wheel drive shafts are fitted with constant velocity universal joints which eliminate lumpiness when turning corners.

The gear change lever protrudes from the fascia panel on the right of the twin-spoked steering wheel. Two track rods of equal length are linked to the rack and pinion steering mechanism. Both hand and foot brakes are hydraulically operated. The four-seater body is of ample proportions and on the latest version the upholstery has been considerably improved. The capacious luggage locker also houses the spare wheel. By retaining the original roof construction, interior noise is kept at an absolute minimum, and drumming—an unfortunate feature of many very small cars—is successfully avoided.

A top speed of 50 m.p.h. is claimed under favourable conditions and fuel consumption is said to be 50-55 m.p.g. The company makes no claims regarding the performance of this small car, but it has, during the past year, taken part in a number of trials and long-distance rallies in Germany. Recently, in the A.D.A.C. Winter Rally, a team of these midgets competed and emerged with the highest team award of their class, despite heavy snow, extreme cold, and treacherous going. The price of the modified version remains unchanged at £310. It is not, however, readily obtainable in this country at the moment.

SPECIFICATION

Engine.—2 cyl. vertical two-stroke mounted transversely, 62 x 64 mm (386 c.c.). Compression ratio 6.85 to 1; 13 b.h.p. at 3,750 r.p.m.

Transmission.—Front wheel drive, dry single-plate clutch and three-speed gear box.

Steering.—Rack and pinion.

Suspension.—Front: transverse leaf springs. Rear: longitudinal half-elliptic.

Brakes.—Hydraulic.



The use of pressed steel does much to enhance the appearance of the Lloyd minicar. The addition of a frontal motif and metal bonnet top continues the transformation of this car from a midget to a sensible family runabout.

DEFER THE COST OF A RE-BORE

with these oil control rings

Cut down oil consumption and get increased power, too!

DOES your car use more than one pint of oil in 250 miles? Do you leave your garage in a cloud of smoke? These are signs that cylinder wear has reached the danger point.

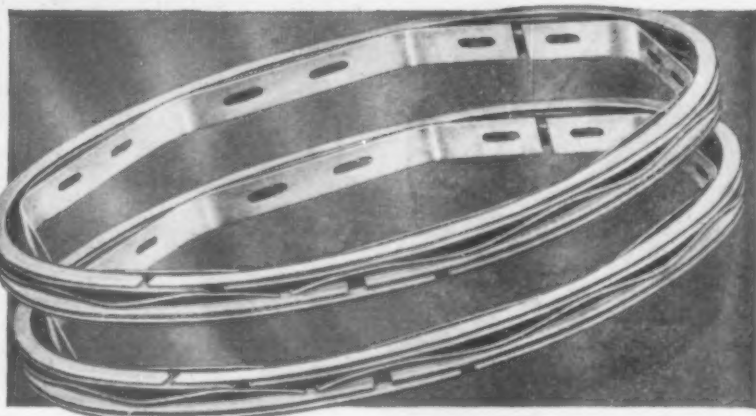
WHAT IS HAPPENING IN YOUR ENGINE

When your cylinders start to wear, oil is able to get between the piston and cylinder wall up into the combustion chamber. Result — the oil burns away and you spend far more than you should on topping-up. You also lose power and waste petrol because the explosive gases leak past the piston and the plugs get oiled up.

The usual remedy is an expensive major overhaul — £40-£50 or so after 30,000 miles.

Duaflex rings will do the job for a fraction of the cost

Provided the wear is not too great, a set of Duaflex oil control rings will do the job equally well and at a fraction of the cost and a re-bore can be indefinitely postponed. Duaflex rings are designed to take up cylinder wear by sealing the gap between the piston and cylinder wall. They are self-compensating



and adjust themselves automatically to irregularities in the bore however mis-shapen it may have become. What's more, they are designed to reduce wear on cylinder walls — and the rings themselves last longer too!

Efficiency proved by private motorists and fleet owners

You can fit Duaflex rings with complete confidence. Their efficiency has been proved time and time again, not only by private motorists, but by operators of large fleets of

vehicles whose main concern is economy. Your local garage will give you full details and quote for fitting.

100,000 MILES WITHOUT A RE-BORE

'A hard-driven newspaper van of the "Birmingham Post and Mail" fleet fitted with Duaflex rings has completed 100,000 miles without a re-bore and still gives 1,800 miles to a gallon of oil. Five other vans in the fleet have averaged 60,000 miles each without re-bores.' Fleet owners and private motorists all over the country are proving the effectiveness and economy of Duaflex rings.

Here's what experienced motorists say about Duaflex

"... After the rings were fitted... I used no more than four pints of oil — which seems incredible for 2,500 miles, including some Swiss hill-climbing!"

L.L., GLASGOW, S.4.

"... in actual fact I have done 4,700 miles on three-quarters of a pint of oil since fitting Duaflex rings — against one pint per 100 before."

J.C., HARROW.

"... since fitting these rings I have covered 1,500 miles with no oil consumption."

W.E.H., GLASGOW.

"... I have covered over 10,000 miles since having Duaflex Piston Rings fitted to my 1940 Model Rover 10, and during this time I have used no more than four pints of oil for topping-up!"

C.S.J., BRISTOL.

HOW DUAFLUX RINGS WORK

The principle of Duaflex rings is unique. They are designed to expand in two directions; vertically, to seal the rings in their grooves; and outwardly, to press against the cylinder walls. In this way an oil and gas-tight seal is maintained.



THE EXCLUSIVE FEATURES

The vertical sealing spring (1) seals the ring in its groove. The "Expander" (2) maintains an even outward pressure ensuring perfect contact with cylinder walls however worn or distorted the bore may have become. And the specially shaped rails (3) are designed to 'wipe' oil from the cylinder walls and avoid scraping and consequent wear.

CHROME PLATED FOR LONGER LIFE

Further protection for cylinders and rings is provided by chrome plating on contact areas. The wearing qualities of chromium plate and its resistance to corrosion means longer life for both cylinder bores and the rings themselves.



① THE VERTICAL SEALING SPRING



② THE EXPANDER



③ THE RAILS

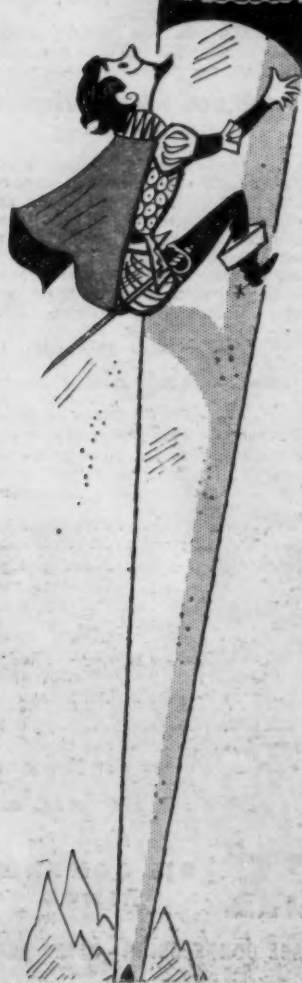
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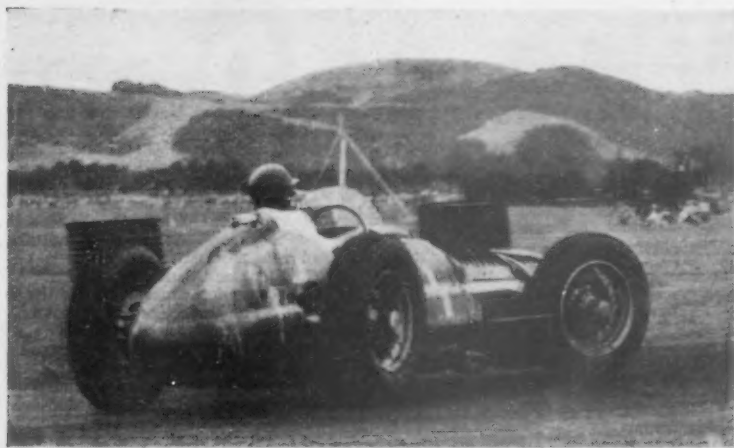
Because Avon H.M. tyres are made to last longer, they cost you less per mile. Because they have a wider tread, they give you better traction. Because they have unique centre traction bars and slots, they give you added safety with tremendous stopping power. On all scores Avon should be your first choice. It's fairer to your car—and to your pocket!

AVON
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AN ALL BRITISH ACHIEVEMENT

AUCKLAND AFTERTHOUGHTS

Curiously Unsatisfactory Aspects of an Important Overseas G.P.



The B.R.M. begins the first of four spins it had during the race.

IT is always provoking when someone with less elaborate or cheaper equipment beats one at one's own game, and Stanley Jones' victory over the B.R.M. in the Auckland G.P. on January 9 in the privately built Maybach Special takes a fair amount of laughing off. The race was fully reported in the last issue of *The Autocar*. The car was built by Charlie Dean, of Melbourne, without any previous formula 1 ideas—the engine is a 4-litre six-cylinder overhead camshaft unit taken from a German half-track scout car which was shipped to Australia for technical study by military experts after the war. The valves are inclined at 60 deg and are operated through rocker arms; the hemispherical combustion chambers, with separate inlet and exhaust ports for each cylinder, have centrally located sparking plugs.

Military Origins

In its military form the engine developed 100 b.h.p. Dean designed a frame of tubular construction, using a 7th Series Lancia Lambda rear axle, and front suspension assembly from a 1937 Studebaker Commander; the gear box is Fiat. Originally designed as a two-seater, the car's first competition appearance was in the 1946 Rob Roy hill-climb in Australia. Since then a process of slow development has been going on and many modifications have been carried out, including the fitting of a limited slip differential of American origin. In its present form the engine develops something over 300 b.h.p.

The organization of the event seems to have been a mixture of very good and very bad. Press facilities were non-existent. Lack of official information was noticeable in the commentaries given by the main broadcasting stations.

The breakdown of the timekeeping and lap scoring system was, of course, the most serious deficiency. This is of even greater importance when the enormous distances covered by some of the competing cars and drivers are considered.

Enthusiasm for the sport is obviously very high in New Zealand and the organizers cannot afford to allow such muddles to happen if they want their events to attract top ranking drivers from overseas. In a *formule libre* race of over 200 miles with a lap length of only two miles the task of keeping a lap chart becomes very difficult indeed. The B.R.M. was lapping the slowest cars once every three laps, so that, by the finish, the rearguard was about 30 laps behind the leaders. In these circumstances hawk-like concentration must be maintained throughout the race; a correspondent suggests that the brilliant driving of some of the visitors may have been responsible for temporary distractions of the lap scorers' attention. Whatever the cause and however excusable, the result is unsatisfactory. It is a slight consolation to Gould, as one of the drivers protesting against the official results, that he went on to make second fastest time in the North Island hill-climb with his Cooper-Bristol, only one-fifth of a second behind R. Gibbons' Cooper-J.A.P.

Undoubtedly the B.R.M.'s appearance was partly instrumental in drawing the 50,000-strong crowd that watched the race. It seems always to be the *prima ballerina*—in both performance when it goes well and obscure moods when

it does not! A joy that has been denied to British crowds must have been its journey on public roads, with the accompanying throttle blipping and shriek from its exhaust, from its garage to the circuit, a distance of four miles. Wharton's driving and the car's performance thoroughly impressed the spectators and, despite spinning round when overtaking R. Roycroft's ex-Ferrari 2.9-litre Alfa Romeo, he held the lead for 45 of the 2-mile laps, when he made a pit stop for fuel and tyres.

The Maybach took the lead and Wharton, who had lost only one place, took several very exciting laps to re-pass it. For two or three further laps, until the B.R.M. drew ahead, it was able to hold the lead only on the straights, the Maybach overtaking on the corners at either end of the circuit. It was not until the 55th lap that the B.R.M. managed to stay in the lead, and, four laps later, had built up a 15 sec lead. At this stage the B.R.M.-bogy took over. Smoke appeared from the front brake discs; an unexpected pit stop took the pit staff by surprise; brake fluid was added but did not improve matters and Wharton finished the remaining 90-odd miles with only the five-speed gear box to slow the car.

Shift of Places

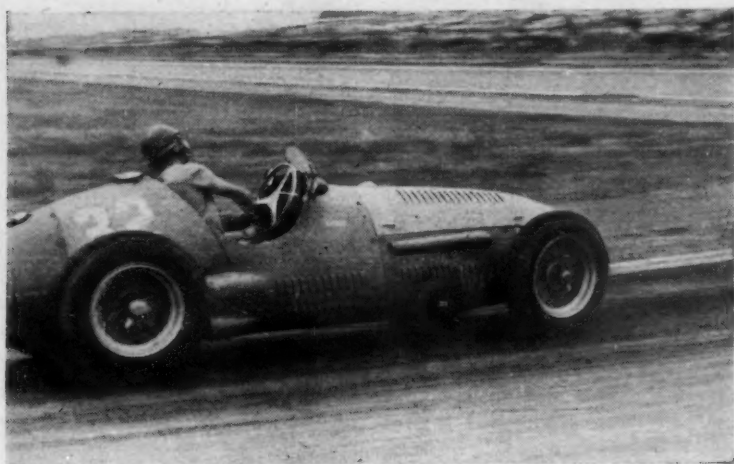
Gould, who was fourth in the original placings, protested that he had covered an extra lap and should have been the winner. He was thus moved to second place at the expense of Roycroft's Alfa Romeo and A. Gaze's H.W.M.-Alta; it was at that stage that the stewards gave their official decision and, as far as they are concerned, the matter is closed. That was not all, however, as subsequent protests were lodged against the stewards' decision. As forecast last week, these protests are the concern of the Competitions Department of the R.A.C. in London and it is expected that copies of the lap charts, time sheets and so on will be received by the club in due course. In the meantime, Jones' Maybach seems to have won at 72.5 m.p.h.



Stanley Jones, in the cockpit of the Maybach, runs up the engine after mechanics had worked on the car all night.

Championship G.P. Number

ARGENTINE EVENT FIRST UNDER NEW FORMULA : FANGIO (MASERATI)



Mières winds up his Maserati for a bend.

THE second Argentine Grand Prix on January 11, and the first *grande epreuve* to be run under the new formula 1, proved sensational from start to finish, with intermittent rain squalls changing the leaderboard at least seven times. Hawthorn was disqualified while in the lead for being pushed after having spun round. After a 1m 10s pit stop for new tyres Fangio drove a terrific race to pass Farina, who soon afterwards slowed up considerably, as his pit told him that Fangio had been disqualified for having too many mechanics attending to his car! However, Ferrari's protest is still subject to a decision and Fangio was provisionally adjudged the winner.

Fangio drove a Maserati with a new type of frame and bodywork, which now encloses the driver considerably. The wind-screen reaches right round to the driver's shoulders to improve air flow. The front suspension, as on other Maseratis, is by coil and wishbone. Ferrari presented substantially the same cars which won the *formula libre* race last year, with four-cylinder twin-o.h.c. engines in a 2-litre chassis, while Gordinis used the same formula, with 2.5 engines in the three 1952 chassis. As far as teams go, Ferraris fielded Farina, Gonzalez, Hawthorn and Maglioli, with Rosier and Trintignant as "independents." Maseratis entered Fangio, Marimon and Musso, with private cars being driven by Bira, de Graffenried, Schell, Mières and Daponte, and Gordini had three works drivers—Behra, Bayol and Loyer.

In the practice Ferraris once again were supreme, Farina and Gonzalez setting up the two best times, 1m 44.8s and 1m 44.9s respectively, Farina's average working out at 83.52 m.p.h. for the 2.43-mile circuit (the same as last year, but raced anti-clockwise as the pits are on the outside of a dangerous curve when taken clockwise). Fangio achieved 1m 45.6s and Hawthorn 1m 47.0s in Maglioli's car. Therefore the line-up was:

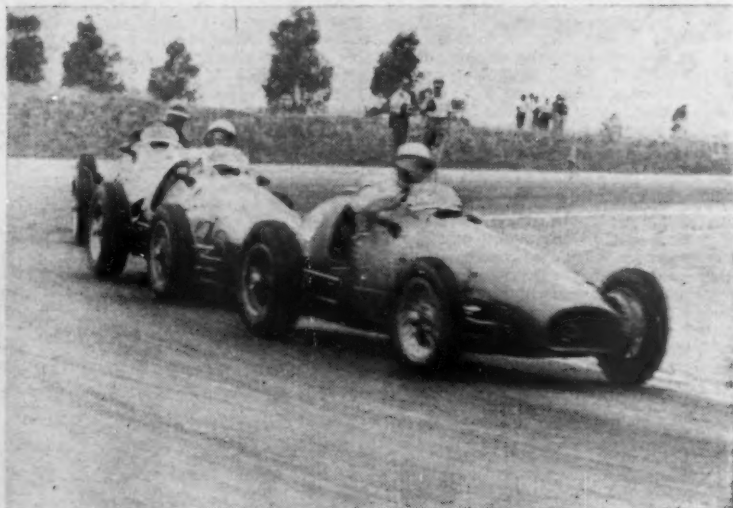
First Row: Ferrari (Farina), Ferrari (Gonzalez), Maserati (Fangio), Ferrari (Hawthorn). Second Row: Maserati (Marimon), Ferrari (Trintignant); Musso had qualified his Maserati for the second row, but another driver blew up the engine in a trial run. After these came: Mières, Bira, Schell, Maglioli (all Maseratis); Behra, de Graffenried and Loyer (Gordini, Maserati, Gordini), and finally the Ferrari of Rosier, the Gordini of Bayol, and the sick Maserati of Daponte.

After some pageantry with national anthems played and some flag-waving, the start was at 4.34 p.m., the stands were packed tight but everything was in perfect order compared with last year's

near-debacle. There were no spectator incidents whatsoever in spite of the vast crowd, admittedly smaller than in 1953. When, amid mounting tension, the flag was finally dropped, Farina shot into the lead at once, followed by Marimon and Hawthorn, but Fangio passed the British driver on the first lap and was third past the stands, while Gonzalez made a poor start and had to cleave his way violently through the second group. On the second lap Rosier carried on at a curve and crashed into a substantial wire gate, injuring his face and damaging the front of his car. Marimon started to fall back gradually. The three Gordinis were running last, except for Daponte's sick Maserati, which had started very poorly. Gonzalez, driving all out in his Ferrari under Argentine colours (by special permission of Comm. Ferrari) passed Marimon, then Hawthorn, and then Fangio. At this point the next three places were filled by Mières, de Graffenried and Trintignant.

All Change !

Then Gonzalez, driving flat out, passed Farina and went into the lead, and after half an hour the full race order was Gonzalez, Farina, Fangio, Hawthorn, Trintignant, Mières, Marimon, de Graffenried, Bira, Schell, Behra, Bayol, Loyer and Daponte. Fifteen minutes later, Gonzalez had drawn away from Farina, and Mike Hawthorn had once again repassed Fangio, three Ferraris in line ahead. Then the rain started, and Bira went into his pit. Then Gonzalez stopped to change goggles, and Farina was instantly passed, but he had to give way to Hawthorn two laps later, while the latter set up the fastest lap of the day, in 1m 48.1s (87.48 m.p.h.). The rain grew heavier, and Farina stopped for tyres, and on lap 38 Hawthorn went into the lead, but two laps



In close company : Maglioli, Farina and Hawthorn.

One

VICTORY

Sliding slightly on the glistening track, Fangio speeds through one of the rain squalls which greatly affected the results.



later spun round in the wet, was pushed, by enthusiastic spectators, and disqualified.

So Fangio went back into the lead and Gonzalez raced along behind followed by Farina, Hawthorn, de Graffenried and Trintignant, the last two driving really well. Maglioli, however, was completely off form and was last. Gonzalez put on extra speed and passed Fangio again on lap 43 when the rain stopped briefly, and now all three leaders were going flat out and really racing in the true Grand Prix style. Marimon spun out wildly, finishing front-end-forward and at 50 laps the order was: Gonzalez, in 1h 35m 39.1s, Fangio, 1h 36m 4.1s, Farina, 1h 36m 28.5s, then Hawthorn, who had not yet been flagged off, and Trintignant. The rain started again with a vengeance and Farina, with relatively new tyres, gained on Gonzalez and Fangio. Then Fangio was in his pit for new tyres, taking 1m 10s, and after this started one of the biggest thrills of the race as Fangio, driving at the outside limit of sanity, began to gain four and five seconds per lap in pouring rain with the track inches deep in water.

Protest

Gonzalez had, rather unwisely, not changed tyres and now had to drive with extreme caution, and Farina was soon past, but then followed another sensation, which was not immediately apparent to the spectators in the stands. Sig. Ugolini, Ferrari *chef d'équipe*, claimed that five mechanics had assisted and pushed Fangio away from that dramatic tyre stop, whereas the regulations allowed only three; consequently he immediately demanded that Fangio be disqualified. Naturally, this development caused a good deal of consternation, while outside, the all-unconscious crowd roared themselves hoarse as Fangio sprayed past Farina right by the stands. While hurried consultations were going on, Ferraris started to wave Farina down energetically, which puzzled Farina considerably. He, of course, could not understand the point of slowing down so much while Fangio was leading and going away, until they hung out a signboard reading "*Fangio fuodri gara*," and then Farina understood

and slowed right up, as did Gonzalez, both confident that Fangio would be disqualified. This driver, however, still had no inkling of what was going on and kept up his merry pace, his tail swinging violently on acceleration in the wet, and Farina slowed up so much that Trintignant, a lap behind, rocketed past him on a straight.

Ignorance

While Fangio kept on with unabated zeal, the arguments were waxing louder and louder and it was decided to say nothing to the crowds, and when Fangio came in he received the chequered flag amid scenes of understandable frenzy, with Farina second, then Gonzalez, Trintignant after a very fine race, Bayol (non-stop), Bira, Schell, de Graffenried and Maglioli. The last four had trouble of one sort or another. While the happy crowd disbanded and went home, the rain turned into a violent storm and another storm brewed in the offices of the Autodrome,

where after long debate it was decided that Fangio's stop had been in order and that he was undoubtedly the winner of the race.

At the time of going to press, it is not known whether Ferraris will appeal to the F.I.A. against the decision of the organizers and the results of the race as a whole. Latest reports from Buenos Aires indicate that, as in the Auckland Grand Prix, the official results will not be confirmed for some weeks. Ferrari have already lodged a strong protest with the Buenos Aires municipal authorities—who were the race organizers—but they, in turn, have refused to consider any appeal until February 11. In some quarters it is felt that the Ferrari team manager acted prematurely in signalling Farina to slow down.

PROVISIONAL RESULTS

Lap length 2.43 miles

1. Maserati (J. M. Fangio), 5h 0m 55.8s, 70.15 m.p.h., 67 laps; 2. Ferrari (G. Farina), 5h 2m 14.8s; 3. Ferrari (J. P. Gonzalez), 5h 2m 56.8s; 4. Ferrari (M. Trintignant), 86 laps; 5. Gordini (E. Bayol), 85 laps.



Favourite of the crowd—Argentina's Gonzalez, who held the lead for a long time.

THE SPORT

by

J. A. Cooper

THE 1954 Monte Carlo Rally has certainly been a surprising one in many respects. Since the war the weather has made things difficult for competitors in alternate years, and by that reckoning this year's event has not been a bad one; in fact, it is difficult to remember any Monte in which the weather was kinder to drivers. The road section of the Rally was a routine drive for all except those of us who started from Athens; we had bad weather and worse roads in places until we crossed the frontier at Trieste to northern Italy.

It was pleasant to see Chiron, the grand old man of French racing, win his first Monte, as he is Monaco born and bred;



Ascari (left) and Villorresi, who have recently signed a contract to drive the new—and as yet unseen in public—Lancia form: 'a 1 cars, discuss a model of the new cars.

MONTE CARLO • ARGENTINE • B.R.M. • R.A.C. APPOINTMENTS

even so there has been a certain amount of grumbling about eligibility for the event of his very potent Lancia. But when the weather is so good and the result depends on stop-watch readings and the ability to drive ultra fast round a circuit, the gilt somehow disappears from the gingerbread of victory, for the primary purpose of the Monte has always been to surmount difficult winter conditions. There is another aspect of the Rally in its present form. Previously, the penalty marks (if any) incurred for lateness *en route* have always been the primary deciding factor, the tests being used as tie-deciders. This year all penalty marks were added together without distinction, and it was, therefore, possible for a competitor with a road section penalty to beat others with clean sheets by a superior performance in the tests. This did not, in fact, occur, but the principle is wrong. More important still is the fact that the Rally has become virtually a handicap event depending on engine size, for the speed test round the Grand Prix circuit was run off on a formula of that type—and this formula favoured the smaller engined cars to an undue degree. The best performance on handicap in this test, by M. Gignoux in a Dyna Panhard, gave him six marks advantage over even Chiron, and had he not made a sad mess of the earlier regularity test he must surely have won.



NO doubt many of these points will be ironed out before the next year's Monte, for the organizers are only too aware that they have not, as yet, found the complete answer to the problems. Moreover, this year they were exceptionally unlucky with the weather. But some means should be found, in my opinion, to adjust the stiffness of the road section to suit the prevailing conditions, either by varying the average speed over certain sections or by re-routing them into more difficult country; each presents difficulties not insuperable.

THE many friends and admirers of Leslie Johnson will be sorry to know that, though seeming to be better early in the week, he is in hospital in Monte Carlo, after having suffered a heart attack towards the end of the Rally. The other British casualty, Raymond Baxter (who was badly cut when the Humber in which he was competing with A. G. Imhof skidded near Massiac) is well on the way to complete recovery.



GUISEPPE FARINA and Umberto Maglioli, driving a 4.5-litre Ferrari, won last Sunday's sports car race at Buenos Aires at a speed of 93 m.p.h.; Harry Schell and the Marquess of Portago, also Ferrari-mounted, were second, 17 miles behind. First British finishers, in third place, were the Collins-Griffiths team in a D.B.35 Aston Martin. James Stewart, in one of the Ecurie Ecosse C-type Jaguars, crashed when lying fifth. It is understood that his injuries are not serious though he was taken to hospital. But more serious injuries, from which he later died in hospital, were most regretably suffered by Eric Forrest Greene when his Aston Martin overturned and caught fire. He had been in the Argentine for many years. The Ecurie Ecosse luck was by no means out, however, as Sir James Scott-Douglas and Ninian Sanderson finished fourth, also in an XK120C, gaining second place in the over-3-litre class to Farina and Maglioli. The Collins-Griffiths Aston Martin was second in the over-1.5-litre class.



A REMARK to be found in almost any prospectus sent out by the organizing club before an event reads: "As usual, we require a large number of officials and marshals. Will all those interested send in their names . . . ?" And, sure

enough, large numbers of those interested do send in their names. It is questionable, though, whether in doing so they fully realize the responsibilities they are taking on—or, in fact, whether some of the volunteers are fully qualified to do the job.

The recent Auckland G.P. mix-up is an example of the chaos that can result. The various lap charts did not agree, and no one was certain how many laps each of the leading cars had completed at the end of the race. In major events, the lap chart is, of course, entrusted to responsible people, and such muddles normally do not occur. In the lesser events, however, where the job may be assigned to voluntary labour, the lap scorers should realize that they are not there to watch the race—nor, in fact, do they see much of it. A momentary lapse of attention to watch so-and-so spinning round on a corner may well make the chart useless and the Auckland situation will result.

This applies, too, to trials and rallies. Drivers do not pay entry fees and large sums of money on fuel—in addition to risking damage to their cars—to find that, when the results are published, they are down as having failed on a section they managed, in fact, without any trouble at all. This happened in the last "Exeter," for instance, in one case that can be vouched for. Though most drivers compete in events purely as an outlet for sporting instincts it is impossible to overstress the importance of competence on the part of marshals and officials, much as their voluntary rendering of unpaid service is to be praised.



AT a general meeting, held in the Waldorf Hotel on January 20, a resolution was passed that the B.R.M. Association be wound up voluntarily. Mr. Alfred Owen detailed his plans for continuing to run the B.R.M. cars through the Owen Racing Organization, though the cars themselves would continue to be known

as B.R.M.s. In order to avoid confusion with the original B.R.M.A., it was decided to call the new Association the O.R.M.A.—the Owen Racing Motors Association.

After this the O.R.M.A. held its inaugural meeting. Despite their setbacks and trouble the cars still have an immense number of supporters and enthusiasts who wish to continue their financial help. Mr. Owen is providing the new O.R.M.A. with funds and facilities to start operations, but it is hoped that it will shortly be more than self-supporting. Headquarters will be at the London office of the Owen Organization, at Kent House, Market Place, Oxford Circus, London, W.1. Donald McCullough, the first chairman of the original B.R.M. Research Trust, will continue as chairman of the O.R.M.A. committee.

The general policy to be adopted by Alfred Owen and Raymond Mays, who was also present at the meeting, is as follows: The existing B.R.M.s will be modified slightly and will continue to run in such *formule libre* events as are open to them. A new formula 1 car, is being developed and it is hoped that the prototype cars will be ready by the end of this season. It is intended to use British drivers wherever possible with the new cars and the team will be led by Ken Wharton—all of which is very good news.



AN appeal has been made to the Mexican Ministry of Communications to make an alteration in the route of the 1954 Panamerican road race, making Nuevo Laredo the finishing point instead of Laredo. The petition, signed by the civic authorities of several towns along the proposed route, states that the change would make the event "more spectacular" over the mountainous route linking the capital—Mexico City—and Nuevo Laredo.

COMING SHORTLY

- JANUARY 30.**—B.M.W. Car Club. Annual dinner and dance, Dorchester Hotel, Park Lane, London, W.1, 7 for 7.30 p.m.
- 30-31.**—Cambridge University A.C. Term Rally, starting from Huddersfield, Yorkshire, and St. Neots, Huntingdonshire, 3 p.m.
- 30-31.**—Vintage S.C.C. Southport Rally and Northern annual general meeting.
- 30-31.**—Rhyl and District M.C. Braid Rally Braid Garage, Colwyn Bay, Denbighshire, 10 p.m.
- 31.**—Buenos Aires G.P., Argentina.
- 31.**—Peterborough M.C. Warco Cup Sporting Trial, Wheatsheaf Inn, Alwalton, Huntingdonshire, 12 noon.
- 31.**—Alvis O.C. Kentish Rally, Badgers Mount Café, Badgers Mount, near Halsted, Kent, 1 p.m.
- FEBRUARY 2.**—Brent Vale M.C. Film show, Byron Hotel, Ruislip Road, Greenford, Middlesex, 7.30 p.m.
- 3.**—Epping Forest M.A. Film show, St. Mary's Hall, 201, High Road, Loughton, Essex, 8.30 p.m.
- 5.**—Lloyd's M.C. Annual dinner, Café Royal, Regent Street, London, W.1.
- 5.**—B.A.R.C. Midnight film matinee, Curzon Cinema, Curzon Street, London, W.1, 11.15 p.m.
- 6.**—Bristol M.C. and L.C.C. Trial, Mile Three Roadhouse, near Bristol, 2 p.m.
- 6-7.**—Snow and Ice Rally, and Northern Roads Rally, France.
- 6-7.**—Thames Estuary A.C. Cat's Eyes Night Navigation Rally, Seaway Car Park, Southend-on-Sea, Essex 7.30 p.m.
- 7.**—Southsea M.C. Inter-Club Team Trial and Hunt Trophy Trial, Deers Hut Hotel, Longmoor, near Liphook, Hampshire, 11 a.m.
- 7.**—Hagley and District L.C.C. Clee Hill Trial, Angel Hotel, Ludlow, Shropshire, 10 a.m.
- 7.**—Eastwood and District M.C. Social run, Cinderhill Service Garage, Nuthall Road, Nottingham, 2.0 p.m.

AN inaugural meeting was held early this month of the Southport Auto-sports club. It is planned to revive the sand racing which was popular before the war and which, it is claimed, used to draw crowds of 30,000 to this Lancashire resort. It was suggested that this form of surface might be unsuited to the speeds reached by modern cars.

Fast cornering on sand has its difficulties. A wheel may dig in and gyrations, amusing on concrete, can be lethal on sand. The track surface gets cut up, too.



FROM Indianapolis comes a forecast by Wilbur Shaw, of the three As, that this year will see a record speed in the 500-mile classic of above 130 m.p.h. The 1954 race will be the 38th of the series and will be run on Monday, May 31. The speed set up by Vukovich in 1953 was 128.740 m.p.h., but Shaw considers that the combination of intense heat and lack of a serious challenger during the late stages of the event protected Troy Ruttman's 1952 record of 128.922 m.p.h.



AFTER a year of resting on their laurels and preparation, the Daimler-Benz company are re-entering the lists with a bang, and look like adding considerably to their laurels. Three of the new 300SLR Mercedes-Benz cars, with a claimed maximum speed of over 180 m.p.h., will be entered for the Le Mans 24-hour race and further plans include the Mille Miglia and the Carrera Pan-Americana. The names of drivers have not yet been announced.



THE Royal Automobile Club has announced that Colonel F. S. Barnes, who has been competitions manager since 1948, is resigning his position on March 31. This step has been necessitated by Colonel Barnes' business interests; he will, however, continue as the club's supplementary delegate to the F.I.A.'s Commission Sportive Internationale and will attend to the interests of British competitors and represent the R.A.C. in the Monte Carlo, Tulip and Alpine rallies.

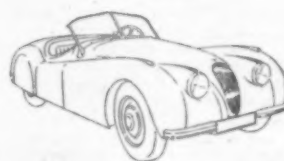
D. H. Delamont, who has been assistant manager of the department for the past five years, will become manager; J. H. Orr-Ewing will become assistant manager.



THE sixth Tulip Rally will be held from April 26 to May 2. Seven starting points will be used—Berne, Brussels, The Hague, Hamburg, London, Munich and Paris. From these towns preliminary routes of about 312 miles will lead to the Nurburgring, in Germany, where the common route of 1,750 miles, to be covered by all competitors, begins. This year's event will include a number of special stages and eliminating tests and, on April 30, the best placed cars in each class will meet in the final speed test on the Zandvoort circuit. Regulations of the rally can be obtained from the Secretary, the R.A.C.-West 21, Jan van Nassastraat, The Hague, Holland.

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CLUB NEWS

Cemian M.C.—The start of this year's Chiltern Rally, to be held on February 14, will be at the Aerodrome Hotel, Purley Way, Croydon, at 1 p.m. One-inch Ordnance Survey maps numbers 170 and 171 will cover the course, which will be approximately 130 miles in length. There will be three day-light sections and a short night section, and the whole course will be over metalled roads of a non-damaging nature. An average speed of 30 m.p.h. will be required and secret checks will be in operation to ensure that no one exceeds a 40 m.p.h. average. The event will be run by two very experienced rally competitors who, having been at the suffering end so often, feel entitled to cause the suffering for a change.

Cornwall V.C.C.—The annual general meeting will be held on Saturday, February 13, at the Red Lion Hotel, Newquay.

Hants and Berks M.C.—A new event, the Riverside Rally, will be held on Saturday and Sunday, April 24 and 25. The central control point and finish will be in the Reading area. The organizers hope to provide something entirely different from the normal type of rally.

Lancashire A.C.—Fifty-six cars set out on Sunday, January 17, from Salmesbury, near Preston, to cross in sequence every bridge over the Lancaster Canal as far as Glasson Dock. The return journey entailed the re-crossing of the bridges but in the opposite direction; an average of 24 m.p.h. was required throughout. Points were deducted for missing bridges or crossing in the wrong direction and for travelling at a lower or higher average than that laid down; secret checks took care of this. As a result, speeds were low and at one or two points on the route local residents commented

on the good display of caution—in particular a farmer, who was extremely complimentary. This is excellent news and should set an example to be followed by other organizers. The finish was at the Starkie Arms Hotel, Clitheroe, where tea and a film show awaited competitors. The results were as follows: 1, Austin A.90 (F. Snaylam), 26 marks lost; 2, Dellow (E. G. Vanner), 32; 3, Triumph (R. L. Ward), 37.

The date of the Morecambe Rally will be May 21, 22 and 23—not, as previously given, May 14, 15 and 16.

North Midland M.C.—The annual dinner and prize distribution is to be held at the Maynard Arms Hotel, Grindleford. This hotel will also be the scene of the start of the Kitching Trophy trial which will take place the following day. Regulations for this event can be obtained from T. C. Harrison, 53-61, London Road, Sheffield, 2.

S.U.N.B.A.C.—The annual dinner was on December 29 of the Old Year, and despite very cold weather and ice-bound roads, 266 members and guests attended. L. Tracey was elected club president in succession to Ken Sumner. A speech was made by H. S. Perrey, chairman of the Midland Centre Board of the A.C.U., who deputized for the Mayor of Sutton Coldfield, Councillor G. Stephens, who was unfortunately unable to attend. Grand Prix races in which the competitors had to propel a tiny model car up and down the ballroom provided much entertainment.

North London Enthusiasts' C.C.—The ninth annual general meeting was held at the Green Man, 128, Hale Lane, Edgware, on January 19. The Jacobean Trophy Trial is to be held on Sunday, February 21, and will start at 10.30 a.m. from Hatfield, Hertfordshire, and finish at Beaconsfield. Closing date is Monday, February 15, and the entry fee is 21s per car; late entries at 26s will be accepted up to February 17. In order to attract normal production cars, this year there will be a penalty against trials specials. The course contains navigational, timed and observed sections, as well as driving tests.

IN BRIEF

Thirty-four British competitors in the Monte Carlo Rally used Wyresoles and Tyresoles on their cars.

The India Tyre and Rubber Co., Ltd. have opened a new tyre depot at 29, White Post Lane, Hackney, London, E.9.

The number of new cars registered in the United States last year was 5,775,000. According to industrial statisticians this figure is the second highest in the history of the motor industry.

The Owen Organization, Kent House, Oxford Circus, London, W.1, have published a catalogue of films which can be borrowed by clubs, companies, societies and so on. Among them are colour films of the B.R.M. in action.

The Institute of the Motor Industry will hold a Residential Summer School at St. Catharine's College, Cambridge, from August 21 to 28. Further details can be obtained from the secretary of the Institute of the Motor Industry, 40, Queen's Gate, London, S.W.7.

New lubrication charts recently added to the Castrol range include the Humber Hawk, Jaguar, Mark VII, Morris Minor (Series II), Standard Eight and Wolseley 4-44. Copies of these charts may be obtained free on request from C. C. Wakefield and Co., Ltd., Grosvenor Street, London, W.1.

Mr. S. G. Vos, chairman of the Regent Oil Company, Ltd., sailed on the S.S. *Mauretania* on January 20. He is bound for Trinidad.

Southall Road Safety Committee are holding a special film show at the Grammar School, Boyd Avenue, Southall, tonight (January 29) at 7.45 p.m. Admission is free by tickets which can be obtained from the Town Clerk's Office, South Road, Southall.

In the preliminary report of the Monte Carlo Rally in last week's issue of *The Autocar* it was wrongly stated that Maurice Gatsonides and Marcel Becquart won the event last year. Gatsonides did win the 1953 Monte Carlo Rally in a Ford Zephyr, but his co-driver was Peter Worledge.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 14826 Handbooks Required

"I.A.D."—1935, 20 h.p. S.S. I.

"V.M."—1933 Singer Nine (workshop manual also wanted).

"L.S."—1935 Riley Nine Kestrel.

"B.H.C."—1926-27 Bean.

"N.M."—1934 9 h.p. Singer Le Mans.

"E.E.M."—1939 1½-litre Jaguar (a workshop manual would also be appreciated).

"W.L."—1937 Opel Cadet.

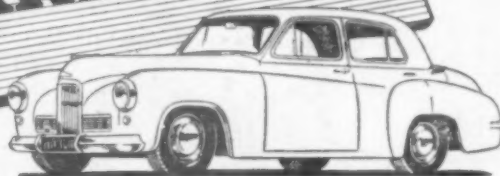
"L.K."—1936 12 h.p. Morris (or a workshop manual).

"D.H."—TB M.G.

"H.S."—1946-47 10 h.p. Sunbeam-Talbot workshop manual.

"K.C."—1939 Vauxhall Twelve-Four workshop manual.

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1953 A. SIDDELEY 2.3 litre 6-lt. "Whitley" Saloon, grey, radio and heater, 6,000 miles only £1,095	1952 HUMBER Super Snipe Mark III Saloon, steel grey, radio, 9,000 mls. only £875
1951 AUSTIN A.40 Devon Saloon, green, heater £525	1953/4 JAGUAR XK120 Convertible, grey, radio, etc., 1,500 miles only ...£1,495
1953 (Series) FORD Consul Saloon, fawn, heater and L. covers, 8,000 mls. only £645	1953 STANDARD "Eight" Saloon, green, 3,000 miles only £495
1953 HILLMAN Minx Mark VI Saloon, green, radio and heater £665	1953 TRIUMPH "Mayflower" Saloon, black, heater, 3,000 miles only £645
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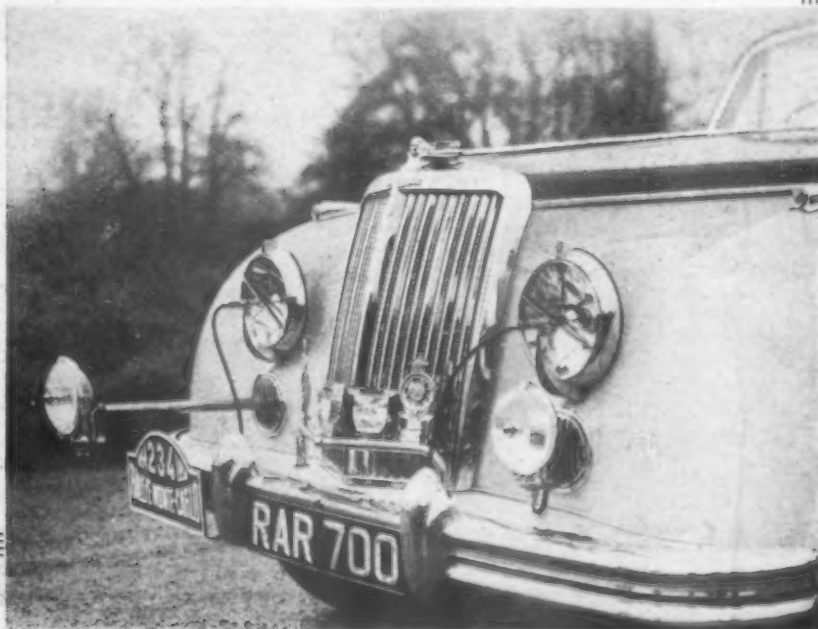
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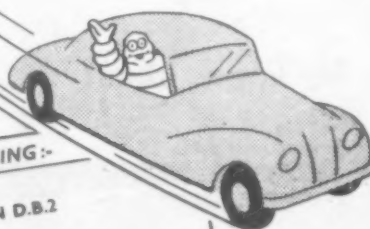
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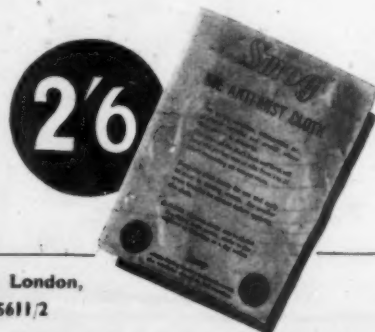
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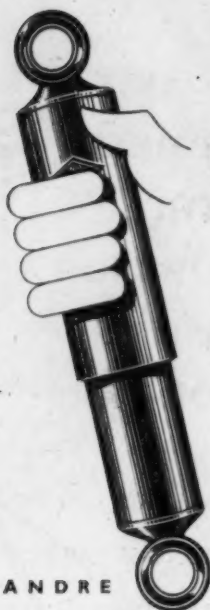
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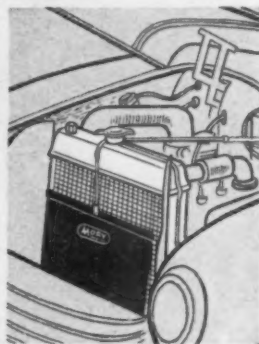
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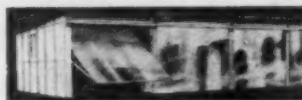
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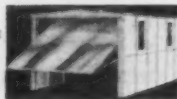
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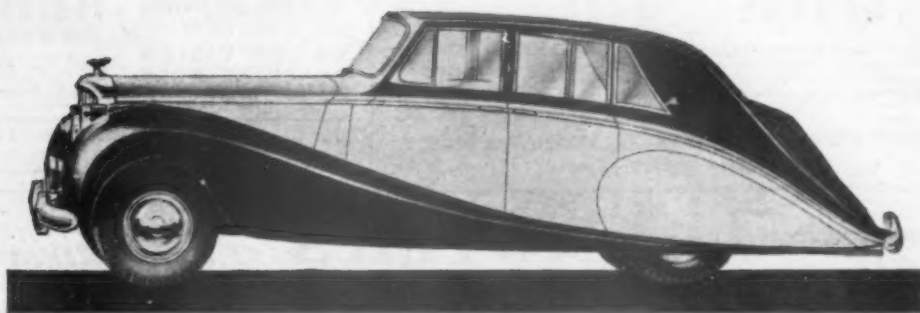
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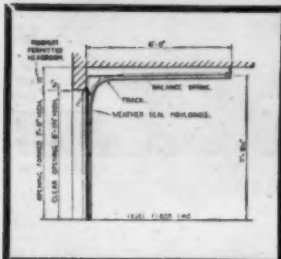
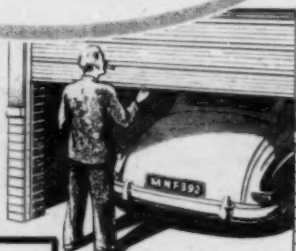
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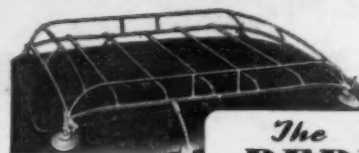
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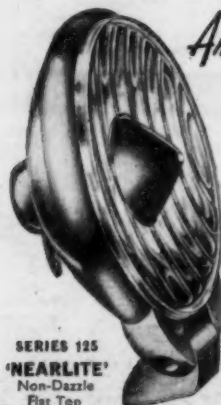
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 1949 **VAUXHALL** Velox saloon de luxe, black with brown leather, radio and heater, in very good order £435
 1948 **TRIUMPH** 1800 roadster, metallic grey with blue leather interior, has been carefully used and maintained, total mileage 30,000 £445
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 1950 (Jan.) **VAUXHALL** Velox, fawn brown leather upholstery, fitted heater, one owner, excellent condition £465
 1951 (Feb.) **VAUXHALL** Velox, black brown leather upholstery, fitted heater and radio, 25,000 miles, immaculate condition £550

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1950 FORD Pilot Saloon, Radio and Heater	Black	£495
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1953 HUMBER 16 Hawk Saloon and Heater	Grey	£895
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1951 JAGUAR XK. 120 Sports	Silver Green	£995
1950 JAGUAR 2½ Mark V. Saloon	Green	£795
1948 M.G., T.C. 2-Seater Sports	Red	£445
1953 MORRIS Minor Tourer	Black	£565
1952 MORRIS Minor 4-dr. Saloon	Grey	£595
1951 MORRIS Oxford Saloon	Black	£545
1952 ROVER 75 Saloon	Black	£1,045
1953 ROVER 75 Saloon and Radio	Grey	£1,145
1950 STANDARD 16 Vanguard Saloon, Radio and Heater	Comet Blue	£495
1953 STANDARD 18 Vanguard Saloon	Grey	£695
1953 TRIUMPH Mayflower Saloon	Grey	£625
1952 TRIUMPH Renown Saloon	Black	£795
1951 VAUXHALL Wyvern Saloon and Heater	Metallic Green	£545
1953 VAUXHALL Wyvern Saloon	Black	£745
1952 VAUXHALL Velox Saloon	Bronze	£695

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.
!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1950 saloon (10/12/49), radio, heater, 17,000 m., immaculate, nearest £595.—24, Northway, Maghull, Liverpool, Maghull 456. [G239]

BUCKLAND tourer, wireless, heater, and all the latest, guaranteed; £750; hire purchase or exchange—Buckland Body Works, Ltd., Buntingford, Herts. [G221]

XXX Beautifully maintained 1951 (October) A.C. 2-litre saloon, Pacific green with fawn leather, fitted with heater, appearance absolutely immaculate, a one owner car with a delightful performance, written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [C2003]

REQUIRED. Good used A.C.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 115. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

XXX Good F. Edwards offer immediate cash for A.C. cars.—Details, please, to: 28-30, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]

ALFA-ROMEO
!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

BARTLETT—Alfa-Romeo 2.3 s/c coupe, 17,000 miles, £795; Alfa-Romeo 2.3 s/c 2-seater, £695; Alfa-Romeo 2.3 6-cyl. 4-wheel i.s. semi-streamlined saloon, paintwork unmarked, £450; Alfa-Romeo 1750 s/c 100mph drop head coupe, just recommissioned by expert engineer; £525.—27a, Pembroke Villas, W.11. [C1013]

BARTLETT will pay more for good Alfa-Romeos.—27a, Pembroke Villas, W.11, Bayswater 0523. [W1013]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

Alfa-Romeo Spares and Service
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge, Byfleet 520. [C214/R]

ALLARD
CAR MART, Ltd.,
1950 Allard 30hp 2-door saloon; £450.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [C1039]

B. J. HUNTER, Ltd., offer:—
1950 Allard P saloon, just fitted new tyres, really as new, choice of 2 from £450.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2, Tel. Gladstone 6305. [C2040]

MAYFAIR COUNTRY CARS offer:—
1951 (July) J.2 2-seater De Dion axle; £550; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1, Mayfair 0131. [C3008]

RICHARDS & CARR always best value.
1952 Allard P1 saloon, 15,800 miles, one owner, beautiful car; £675.
1951 K2 2-seater, one owner, spotless condition; £525.
1951 J2 2-seater, Ardun heads, exceptional performance; £525.
1949 drop head coupe, radio, very trim; £345.
1949 K1 2-seater, h.c. heads, high axle ratio; £295.
35 Kinnerton St., London S.W.1, Sloane 5424. [C3045]

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1, Mayfair 6264, offer:—
1951 (Oct.) Allard P.1 sal., black, radio and heater, one owner, 20,000 miles only; this car is in superb order throughout; £565.
SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9, Cunningham 5396. [C2010]

BARTLETT—Allard 1951 (October) P1 saloon, wireless, heater, exceptionally smart; £475.—27a, Pembroke Villas, W.11. [C1013]

SALES & WANTS

Turn to page 88 for
Advertisement Form

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ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 87

ALLARD

1950 Allard saloon, in very good condition, finished grey, 36,500 miles, fitted radio, etc.; £450 o.n.o.—Rice Bros., Horsham. Tel. 500. [G018]

DROP head fourseater Allard, new condition, lavish equipment, special engine; £495; exchange considered.—45, Shirehall Park, N.W.1, Hendon 1648. [G146]

495 ens.—Allard, 1951, sports saloon, birch grey leather, heater, one owner, carefully used, exceptional condition; cost £1,650; terms, exchanges.—Rowland Smith, below [C4018]

365 ens.—Allard, September 1948, sports 4-seater, tonneau cover, good tyres, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£366!!! Allard special sports 2-seater, modified bodywork similar to 1952 model, spotless condition, irreplaceable value; 3 months guarantee; hire purchase, exchanges. [C4052]

L AMBS, of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221, (East Finchley Underground.) [C4052]

CAMDEN MOTORS for Allards.—1951 saloon, P1 series, beautifully finished in grey with blue hide upholstery, built-in radio and heater; fastidiously maintained by local professional gentleman; £495.
CAMDEN MOTORS for Allards.—Special Show model drop head coupe, 1950; this unique Allard was specially built at a fantastic price; it must be seen and tried to be believed and is now offered at the amazingly low figure of £445.

CAMDEN MOTORS for Allards.—P1 saloon, 1953 model (delivered 1/12/53); faultless condition throughout, unblemished appearance; £695.

CAMDEN MOTORS for Allards, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1954 model Allard Palm Beach 3-seater, Zephyr 6 engine, Salisbury 4.1 ratio rear axle, colour black with red hide upholstery and red wheels, Lucas twin road and fog lamps, total mileage under 1,000, still running in, first registered 18.11.53, licensed 12 December; £990.—Frew & Co., Ltd., 14, Prince's St., Perth. [S884]

Allard Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.5, Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.
FOR immediate purchase of your Allard.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2, Tel. Gladstone 6305. [W2040]

J2 or **K2** wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London S.W.1, Sloane 5424. [W3045]

BARTLETT will pay more for good Allards.—27a, Pembroke Villas, W.11, Bayswater 0523. [W1013]

PERFORMANCE CARS urgently require Allard.—Great West Rd. Brentford, Middlesex. Ealing 8941. [W3041]

ALLARD P1 1950-1, reasonable condition, fullest particulars mileage and lowest price.—Londhurst Meadow Cottage, West Wittering, Chichester. Tel. W.W. 5135. [G077]

ALVIS

DICKS
1934 Alvis Speed 20 sports tourer, most exceptional condition throughout; £275.
DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maida Vale 6988-9. [C1072]

CAR MART, Ltd.,
1952 Alvis 3-litre saloon, radio, heater; £1,195.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9, Hendon 6500. [C1039]

L. F. WARD, Ltd.
1940 4.5 Alvis Charlesworth saloon, very attractive car.
L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. [G9045]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS
GUY SALMON AUTOMOBILES offer:—
1952 Alvis 3-litre saloon, black and burgundy/beige leather, 19,000 miles, one owner, immaculate condition; £1,125.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

BONALLACK & SONS offer for sale:—
ALVIS Crested 25 saloon, first registered January, 1941, recently cellulosed, black, in perfect condition throughout; £375.
BONALLACK & SONS, Ltd., 266, Romford Rd., Forest Gate, E.7. Grp. 3464. [16198]

BROOKLANDS: Alvis London Distributors.

1952 Alvis 3-litre saloon, small mileage.

1951 Alvis 3-litre 4-door saloon; £950.

ABOVE cars guaranteed; from £950.

DEFERRED terms. Confidence, solidity, security.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1950 Alvis 14hp saloon, immaculate condition; £750.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. [C2023]

1952 3-litre Alvis sal., black, one owner, except. cond.; £1,050.

1951 model 3-litre Alvis Tickford coupe, maroon, radio, heater, 25,000 miles; £995.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1951 Alvis 3-litre drop head coupe, maroon, equipped with radio, spot lamp; £1,050.

PARKERS, Ltd., Bradshawgate, Bolton 4393. [16147]

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R]

1934 Speed 20 tourer, excellent condition; £250.—Wimbledon 2519, City 4567 (business). [6247]

1951 Alvis 3-litre saloon, one owner, immaculate; £950.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Kin. 2241. [C4053/2]

1952 Alvis 3-litre sports tourer, one owner, 10,000 miles, carefully driven, immaculate condition; £1,000 under list price at £975.

NEWTON OF HUDDERSFIELD, Automobile Distributors, Huddersfield, Tel. Huddersfield 3311 (3 lines). [5363]

ALVIS 3-litre saloon, metallic grey, late 1951 (1952 modifications), one owner, 18,000 miles; £975.—Campbell Symonds, Arnold 2246. [C1037]

1952 Alvis 3-litre saloon, black, red leather, one owner; £1,100.—Odeon Motors, Ltd., Barnet 1144. [C5028]

1951 Alvis 3-litre saloon, one owner, radio, heater, guaranteed; £975.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Kin. 2241. [C4055]

725 ens.—Alvis 14, 1950, saloon, black, sliding head, leather, radio, heater, exceptionally good condition; terms, exchanges.—Rowland Smith, below.

165 ens.—Alvis Firebird, 1955, 14hp sports tourer, red/maroon leather, manual gear change; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1938 16hp Alvis saloon, pale green, new 19.6 engine 1940, fast and comfortable; £295.—Parker, Broadwaters, Brighthelm. [6099]

1949 Alvis T.A. 13 sports saloon one owner, completely unmarked, guaranteed; £675.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Kin. 2241. [C4055/1]

1939 40 Alvis 12/70 sports saloon, recent £150 overhaul, offered at the bargain price of £260 or £30 deposit.—Central Garage, Swan St., Spalding, Lincs. Tel. 2671. [5595]

£265 !!!—Alvis Speed 20 sports 4-seater, late owner carefully maintained this vehicle since 1937 recently overhauled, unquestionably magnificent and outstanding condition; 3 months' guarantee; hire purchase; exchanges.

L. Addis, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

ALVIS CARS WANTED

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

J. HUNTER, Ltd.

FOR immediate purchase of your Alvis.

J. HUNTER, 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

REQUIRED, good used Alvis.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

GATEHOUSE MOTORS buy for cash Alvis 12/70 coupes and saloons.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

CHARLES POLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores; Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R]

Service and spares for Alvis cars.

ALVIS, Ltd., Service Station, 852, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 3501. 'Grams: Alvis, Coventry. [0391/R]

CHARLES POLLETT, Ltd.—Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R]

MANCHESTER.—Alvis repairers and spares, main agents

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 13, Rus. 2874-5. [0653/R]

LANCASHIRE and Cheshire sales service and spares specialists.—Parker (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R]

AMERICAN CARS

ATTENTION!!!

LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

CAMDEN MOTORS offer:—

STUDEBAKER Commander 26hp 6-seater saloon, 1948, right-hand drive.

STUDEBAKER Champion 22hp 4-door saloon, 1948, right-hand drive, leather upholstery.

PONTIAC Streamliner drop head coupe, 1946, full fourseater, right-hand drive.

BUICK Super 8 saloon, 4-door model, 1947, right-hand drive.

BUICK Super 8 saloon, 2-door model, 1948, right-hand drive.

BUICK series 40 special 8 4-door saloon, 1949, right-hand drive.

PACKARD Clipper 28hp 4-door saloon, 1947, right-hand drive.

PACKARD Super 8 saloon, 4-door model, 1948, right-hand drive.

CHRYSLER Windsor 28hp saloon, 1952, right-hand drive, 9,000 miles.

A LSO 35 pre-war American cars, saloons, drop heads, club coupes; for full details write, call or tel.:

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

METCALFE & MUNDY, Ltd.

1951 Cadillac 60 Special.

1952 Buick saloon, right-hand drive.

1949 Cadillac convertible.

1948-9 Cadillac saloon.

1947 Pontiac convertible, all extras.

1947 Chevrolet convertible, bargain.

1939 Cadillac saloon.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, Ad. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3598. [C1047]

495 ens.—Plymouth, 1947 26hp Special de luxe saloon, leather, r.h.d., column gear change, one owner, excellent condition terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

AMERICAN CARS WANTED

ATTENTION!!!

SIMPSON'S, the American Car Buyers, require a/r American cars.—Wembley 8691/3903. [W4015/R]

POST-WAR American cars wanted.

REG TIMMS (MOTORS), Ltd., 17-18, High St., Tootingdon, Beds. Tel. 31. [W4064]

AMERICAN car wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]

JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4958. [W4029]

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Ad. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3598. [W1027]

ARMSTRONG SIDDELEY

PASS & JOYCE, Ltd. (Eng.'s largest distributors), offer:—

1952 Armstrong Siddeley Whitley 6-light saloon, week's free trial, guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3039]

CAR MART, Ltd.

1952 Armstrong Siddeley Lancaster saloon, heater; £705.—Car Mart, Ltd., 18, Oxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

ARMSTRONG SIDDELEY 16hp, 1940, large boot, A new tyres and battery; unexpected sale; full details.—Box 3076. [5986]

ARMSTRONG SIDDELEY

SCOTT CARS offer:—

1952 Armstrong Whitley, radio, heater, loose covers, perfect; £695.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]

HAROLD SIMONS, Ltd., offer:—

LATE 1948 Armstrong Siddeley Hurricane drop head fourseater coupe, black/brown leather; £435.—Below.

1950 Armstrong Siddeley Sunshine Lancaster 4-door saloon, black, brown leather, £595; both unblemished appearance, apionid mechanical condition; 3 months' written guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd. 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065]

GUY SALMON AUTOMOBILES offer:—

1951 Armstrong Siddeley Whitley saloon, black, brown leather, a low-mileage outstandingly well-maintained example, synchromesh gear box; £685.

1950 Armstrong Siddeley 16hp Lancaster saloon, black/beige leather, 28,000 miles, very well-maintained example; £595.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

PETER BANTOCK CAR SALES offer:—

1946 Armstrong Siddeley Hurricane drop head coupe, fitted with new 16hp engine, radio, heater; £369.—104, High Rd., Chiswick 2725/5870. [C1014]

CARR'S MOTOR MART.—Armstrong 17 limousine, black, 46,000 miles, chauffeur maintained. (November) Armstrong Hurricane coupe, blue, genuine 1,100 miles; £995; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040]

1952 Armstrong Siddeley Whitley saloon, one owner, fitted radio, genuine small mileage; £865.

RIPCO, Ltd. (Armstrong's Purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952/3/4. [C3052]

1951 Armstrong Siddeley Hurricane coupe, black, one owner, low mileage, in immaculate condition; £555.

J. WILSON AUTO, Ltd., Sandstead Rd., South Crofton, Sandstead 4260. [C4055]

1950 Armstrong Lancaster; £545.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050]

1939 Armstrong Siddeley saloon, very nice condition; £245.—Jacquet, Ltd., 225-7, Hammer-smith Rd., W.6. Riverside 6677-8. [C2043]

CAMDEN MOTORS, for Limousines.—Largest selection in the country, over 60 in stock.—See full page advert. page 47 this issue. [C1035]

£395—Armstrong Hurricane coupe (Oct. 1946), grey with grey leather, very well maintained.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair) 4804. [C4022]

495 ens.—Armstrong Siddeley, October 1950, 16hp Hurricane drop head coupe, leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

495 ens.—Armstrong Siddeley, 1948, Lancaster 4-door saloon, sliding head, leather, heater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

365 ens.—Armstrong Siddeley 1947, Hurricane drop head coupe, leather, manual gear change, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1953 Sapphire, dual green, twin carburetors, radio, 6,000 miles, indistinguishable from new; £1,550.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040]

1953 Armstrong Siddeley Sapphire 6-light saloon, 2,500 miles, synchromesh, heater, as new, bargain; £1,525.—Sidney Marcus, Ltd., 33, Sloane St., W.1. Tel. Sloane 3557. [C3005]

1952 model Armstrong Lancaster 6-light saloon, heater and front seat covers, 9,000 miles, absolutely new condition; £765.—Riddington & Rimmer (Birkdale Garages), Ltd., 205, Liverpool Rd., Southport, Tel. 6515. [6234]

1950 Armstrong Whitley saloon, finished in black with beige upholstery, fitted with radio, heater and loose covers, exceptionally clean car and in first-class condition; £650.—E.F.S. Motors, Kingston By-Post, Esher. Tel. Esherbrook 3000. [C2004]

1949 Armstrong Siddeley Lancaster saloon, black, brown leather, pre-selector, heater, fog lights, managing director's car, cost £1,200, R.A.C. inspection invited; £495.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. [6032]

£275—Armstrong Siddeley 1939 (Dec.) 15.7hp saloon, grey, blue leather, chauffeur maintained, complete record since new, small total mileage, comprehensive overhaul under 10,000 miles ago.—Ashford-Fleet, The Cottage, Mentmore, Leighton Buzzard. [C1087]

XXX Beautifully maintained 1947 (November) Armstrong Siddeley Hurricane coupe, black and chromium, radio and heater, particularly attractive car; written guarantee; £398; terms, exchanges.—E. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

L IMOUSINES, selection 1951/16hp, partition, forward 2 occasional, leather also cloth, low mileage, privately owned, meticulously maintained, black. £695. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

ARMSTRONG SIDDELEY CARS WANTED

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong-Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY CARS WANTED
CHARLES POLLETT, Ltd., 16, Berkeley St., W.1 (Mayfair 6266), official
ARMSTRONG SIDDELEY retailers and repairers, for quick delivery of the new "Asphire".
SERVICE WORKS AND STORES: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (W2010)

KIRKWOOD CARS buy pre-war Armstrongs—79, Streatham Hill, S.W.2. Tulse Hill 1288. (W2037)
SAPPHIRE 1953 wanted by manufacturer, small mileage—7-8, Manor Chare, Newcastle-on-Tyne. Tel. 27003/6052. (S590)

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley—Tel. Sta. 6000, Seven Sisters Rd., Tottenham, N.15. (0183/R)

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars—184-186, Gt. Portland St., W.1. Museum 1001. (0835/R)

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52—cash waiting. A.P. & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair—2941. (W1006)

Armstrong Siddeley Spares and Service
ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhaul service, 48 hours' exchange engine service; prompt guaranteed work by specialists.
PRESELECTION gear boxes; exchanges, reconditioning. Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. (0644/R)

BIRMINGHAM joint distributors; spare parts from 1932—Frank Moseley (A. B. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. (0546)

HENLYS, Ltd., Chesham Hill Rd., Manchester, 6. Have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken—Tel. Deansgate 6216-7. (0602/R)

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). (0760/R)

ASTON MARTIN
BROOKLANDS: Aston Martin Sole Distributors.

1954 D.B. 2/4 models available; show and demonstration.

1953 Aston Martin D.B.2 saloon, 6,000 miles.

1952 Aston Martin D.B.2 saloon, immaculate.

THE above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

!! CHIPSTEAD MOTORS—D.B.3 racing 2-seater—
 See under "Sports Cars." (C1046)

ASTON MARTIN late 1937 2-litre saloon, good example of rare model; £295.—Caffyns, Ltd., Crowborough 1254. (S916)

ANTHONY CROOK, new and used Astons, sole representatives, East Surrey and East Sussex—Cherham Hill, Surrey, Tel. 2232. (C1063)

1952 Aston Martin D.B.2 saloon, low mileage, Vantage engine; £1,950.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

£398—Aston Martin "1598" 1938 series, special drop head 2-seater coupe, duo-tone finish, really exceptional appearance and condition, amazing performance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

Aston Martin Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ASTON MARTIN cars wanted for cash, full details—Priory Motors, Ltd., Old Windsor, Windsor 2002-3. (0197/R)

BARTLETT will pay more for good Aston Martins—27a, Pembridge Villas, W.11. Bayswater 0523. (W1013)

Aston Martin Spares and Service
FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. (0198/R)

AUSTIN SEVEN

1938 Austin 2-door Big 7, £150.

H SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

£125—1935 Austin 7 Ruby de luxe saloon, beige; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1938 model Austin Big 7 4-door saloon, black with blue leather; £175—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. (C4062)

£155—1938 Big Seven de luxe saloon, new steering, prop shaft, brakes, battery, Servals silencer, exc. tyres, sun roof, 45 mpg, very clean and rust-free.—Hampstead 7871. (S137)

£145—1939 Austin Big 7 4-door saloon, good order throughout, any trial.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 5451. (S193)

AUSTIN SEVEN
1937 Austin Ruby saloon, engine overhauled, new tyres, new battery, king-pins and brakes, steering redited; Rotondo shock absorbers, new road reason for sale, new car; £140, o.n.o.—Elatree 1913. (S248)

1953—Austin 7 1937 model Ninny sports 2-seater, black/red leather, low-pressure tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin Seven Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN A30

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:

1953 Austin A30 4-door saloon, black, mileage 5,000, numerous extras, taxed; £465.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1651. (C4009)

1953 (Aug.) A30 4-door, heater, 4,000 miles, as new; £475.—Collins, 153, Petersfield Ave., Staines. (S959)

PRIDE & CLARKE, Ltd.—1953 Austin A30 saloon, grey/beige leather, low mileage; £459; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Austin A30 Cars Wanted

C

THE CAR MART, Ltd., London distributors, wish to purchase Austin A30, call Austin House, 297, Euston Rd., N.W.1. Euston 1212. (0925/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN EIGHT

£169—1940 type Austin 8 tourer, clean car; terms. —Autonips, 5, Balham High Rd., Balham 1509. (C1009)

1947 Austin 8 sliding head saloon, choice of two, from £335.—Middlesex Motors, Harrow 0022. (S228)

1946 Austin 8, in perfect condition; £335.—Hillingdon Motors, 325, Long Lane, Hillingdon 412. (C2062)

1947 Austin 8 4-door saloon, excellent condition throughout; £325.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. (C1077)

1947 Austin 8 4-door sun saloon, black/brown leather, excellent condition; £325.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

325 gns.—Austin 8, 1947, saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin Eight Cars Wanted
PRIVATELY owned Austin 8—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

ASTON 8 1946-47 wanted, in faultless condition; no dealers.—65, Highbury Park, N.5. Can. 1650. (S328)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN TEN

AUTO SALES (LONDON), Ltd., offer:

1946 Austin 10 saloon, specimen condition throughout; £335.—Auto Sales (London), Ltd., Belize Rd., N.W.6. Maida Vale 5555. (S4769)

1946 good motor car, taxed, bargain; £275.—Tel. Cunn. 1191. (S175)

£365—Austin 10 saloon, 1947, black, brown leather upholstery, splendid condition throughout.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

£325—Austin 10 1946 4-dr de luxe sin, original condition, smi mileage, tyres as new; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

325 gns.—Austin 10 1946 saloon, black, excellent condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Austin 10 1937 Cambridge saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1940 Austin 10 de luxe saloon, excellent condition throughout; £235.—Smith Car Sales, 3, High Rd., Balham 7628. (S172)

BRUTONS, Ltd.—Austin 10 1936 saloon, green, engine rebored, taxed; £155.—13-14, Osten Mess, Emperor's Gate, S.W.7. Fremantle 0542. (C1066)

1947 Austin 10, black, brown leather, sunroof, one owner, unrepeatable; £335.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

£175—Austin 10 Cambridge saloon, 29/10/38, excellent engine, coachwork.—The Cleve, Rodbourne, Malmesbury, Wilts. Malmesbury 2200. (S6075)

£345—1947 Austin 10 one owner, record engine, black/brown leather, perfect example.—Elm Autosales, 68, Hatfield Rd., Wimbledon, S.W.19. Wimbledon 4125. (C2067)

£259—1941 Austin 10, excellent condition, really fine car; choice of 2.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. (C2024)

AUSTIN TEN
1941 Austin 10 de luxe saloon, £225; also 1936 Austin 10 2-str., dizzy, original condition, £135; exchanges; terms.—Palmera, 53, York St., Twickenham. Pops Grove 1890/7087. (C3034)

1940 Austin 10 sports tourer, excellent condition, economical running; £295.—Kirby, 62, Kingston-St.-Michael, Chippinham. Kingston Langley 94. (S6061)

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN A40

ALWAYS

AUSTIN A40s. A selection with a written guarantee and free after sales service at NAYLOR & ROOT Ltd., 25, East Hill, Clapham Junction, S.W.11. Bait. 2252. (C3022)

CAR MART, Ltd.

LONDON Distributors.

1953 Austin A40 Somerset saloon, heater; £625.

1952 Austin A40 Somerset saloon, heater; £565.—Car Mart, Ltd. Austin House 297, Euston Rd., N.W.1. Euston 1212. (C1059)

PHILIP RICKARDS, Ltd., offer:

1953 Austin A40 Somerset, fawn, 4,000 miles, heater, leather; part exchanges; deferred terms—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (C3051)

H. A. SAUNDERS, Ltd., offer:

1951 Austin A40 Countryman, green/brown upholstery, heater, steering column gear change; £545.

836—642, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

BONALLACK & SONS offer for sale:

1951 (Oct.) A40 saloon, heater; £495.

BONALLACK & SONS, Ltd., 268, Romford Rd., Forest Gate, E.7. Tel. Gra. 3464. (S199)

C.M.I. CAR SALES (Pri. 6623) offer:

1953 Austin Somerset saloon, beige, heater, taxed year; £625.

THREE mths' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

1953 Austin A40 coupe, blue, heater, 6,300 miles.

1953 Austin (Oct. 12) sun saloon, H.M.V. radio, heater, overriders, grey/blue leather, taxed quarter, mileage 2,337; £647.

1952 Austin Devon, heater, steering column gear change, £467.

1952 (August) Austin A40 Somerset saloon, fixed head, £540.

1952 (December) Austin A40 Somerset saloon, sun roof, heater; £540.

1948 Austin A40 Dorset saloon; £385.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1952 (June), green, 19,000 miles, as new; £595.—Mansfield Autos, Ltd. Euston 2587. (C3001)

1949 Austin A40 sal., black/fawn, radio, heater, one owner, 21,000 miles, ex cond.; £450.

TICKFORD, Ltd., 5, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. (C4029)

£525—Austin A40 saloon, 1951, one owner, splendid bodywork and interior condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

£445—Austin A40 1949 4-dr sin, particularly well kept many extras; choice 4 others; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

7000 miles 1952 (Oct.) Austin A40 Somerset, as new; £575.—45, Shirehall Park, N.W.4. Hendon 1648. (S145)

1952 Somerset radio, heater, low mileage, as new; £565.—Kirkwood Cars 78, Streatham Hill, S.W.2. Tulse Hill 1288. (C2037)

£445—1949 September Austin A40 saloon, mist green, one owner.—Haversstock Garage, Havrstock Hill, N.W.3. Gulliver 5662. (C2078)

1952 Austin A40 saloon de luxe, sun roof, heater, one careful owner, £515.—Panties Service Garage, London Rd., Guildford 5326. (C3035)

£595—1953 Austin A40 Somerset saloon.—Le Grice, Elers 107-8, Old Brompton Rd., South Kensington S W 7. Kensington 2477. (C2055)

1953 (October) Somerset saloon, grey with red leather heater, 2,000 miles only, as brand new £650.—Campos! Symonds Wembley 6262. (C1037)

1951 (August) saloon, dark green, with heater, one careful owner; bargain, £495.—Campos! Symonds, Wembley 6262. (C1037/1)

1952 (September) Somerset, fitted heater, beige, 100 miles only; £555.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

CAMDEN MOTORS, for Austins.—Selection of six A40 saloons and two A40 sports coupes.—See full page advert, page 47 this issue. (C1035)

1952 Austin A40 de luxe saloon, sunroof, heater, regularly serviced one owner; £515.—Panties Service Garage, London Rd., Guildford 5326. (C3035)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1952 Austin A40 Somerset, sliding roof, beige, very low mileage.—Halls (Finchley), Ltd., Odson Parade, North Finchley, London, N.12. Tel. Hillside 1045. (C621)

1950 A40, one owner, excellent condition; £435; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

1952 Austin A40 Somerset, beige, heater, one owner, 18,000 miles; £570; also similar car 11,000 miles; £565.—Vandervell, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

1952 Austin A40 Somerset saloon, green with brown interior, fitted heater, 17,000 miles, loose covers; £565.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (C1017)

575 gns.—Austin A40 sports, September, 1952, convertible coupe, Romney blue, leather, heater, exceptional condition, cost over £300; terms, exchanges.—Rowland Smith, below.

575 gns.—Austin A40, October, 1952, Somerset saloon, Romney blue, leather, heater, one careful owner, 8,300 miles; terms, exchanges.—Rowland Smith, below.

545 gns.—Austin A40, November 1951, O.S.3 Devon 4-door saloon, steering column gear change, heater, one owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

445 gns.—Austin A40, Devon saloon, leather, heater, one owner, very good condition; choice of eight A40s; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

1952-3 Austin A40 Somerset sun saloon, grey, leather, heater, as new, low mileage; £595; consider part exchange.—14, Offington Gardens, Worthing Swandean 849. (C4027)

1953 Austin Somerset, fitted heater and loose covers, an immaculate car throughout; £645.—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

1950 A40 Devon 4-door saloon, recently overhauled, excellent condition, guarantee; £450; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14 Park 9704. (C5034)

2000 miles only.—1953 Austin Somerset saloon; £635.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3586. (C1027)

£495 11.—1951 series Austin A40 de luxe saloon, late owner enthusiast and maintained this vehicle perfectly; a choice of 1950 and 1952 models; 3 months' guarantee; hire purchase, exchanges, LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C5052)

A40 saloon, September 1949, 35,000 miles, excellent condition; £425 or £142 deposit and 18 monthly payments; exchanges.—Starnes Motors, 105, Crickwood Broadway, N.W.2. Gladstone 2480. (C5635)

ARCHIE SIMONS & Co., Ltd.—1951 (Sept.) Austin A40 saloon, fitted heater, colour green, brown hide upholstery, nominal mileage, one owner only; £515.—94, Gt. Portland St., W.1. Lan. 1343. (C4013)

1952 Austin A40, as new, with body fitted for 1952 estate car, folding seats, small mileage, one private owner, H.M.V. radio; offers over £450.—Write Box 2953. (C6196)

1952 Austin A40 Somerset saloon, one owner, 16,000 miles, fitted heater, chauffeur driven and beautifully kept; £565.—Garage Service Co., Ltd. 1061, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. (C2019)

1951 (Jan.) Austin A40 saloon, 15,000 miles only one private owner finished dark green, heater, spotlamp, tailored covers, taxed December; £550; trade enquiries welcomed.—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. (C5018)

AUSTIN A40 Devon, '50/'52, green with brown upholstery, excellent mechanical order and immaculate appearance, new tyres fitted, a most attractive car; £525; car, motor cycle or combination in part exchange; easy terms.—Copes, 481-487, Hagley Rd., B'ham, 17. Bearwood 1246. (C5941)

PRIDE & CLARKE, Ltd.—1952 Austin A40 Somerset saloon, grey/grey leather, 12,000 miles, heater, £569; 1952 A40 sports, black/beige leather, 16,000 miles, one owner, £559; 1952 saloon, green/brown leather, 15,000 miles, heater, one owner, £539; 1951 O.S.3, grey/brown leather, heater, one owner, £499; 1949, black/beige leather, heater, £419; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9 Brixton 6251. (C3068)

Austin A40 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhouse House, 320, Euston Road, N.W.1. Euston 1212. (10957/R)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

A AUSTIN A40 sports, London or Home Counties.—Particulars to Box 3078. (C5988)

AUSTIN TWELVE

G 1947 Austin 12 saloon, black, excellent condition; £355.—Gateshouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

C COOMBS & SONS (GUILDFORD), Ltd., offer:—

1939 Austin 12, black, brown leather; £195.

C COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford 63907-9-9. (C1057)

AUSTIN TWELVE

ELITE MOTORS offer:—

1939 Austin 12 4-door saloon, black; £275.

1940 Austin 12 4-door saloon, black; £325.

1946 Austin 12 4-door saloon, black; £375.

CHOICE of 7 Austins.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2005)

1946 Austin 12 saloon, immaculate, guaranteed; £325; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1513. (C4038)

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN SIXTEEN

H. A. SAUNDERS, Ltd., offer:—

1948 Austin 16 saloon, black/brown upholstery, radio, heater, recorded mileage 11,400; £465. 942, High Rd., N.12. Hillside 5272 (6 lines). (C2027)

GUY SALMON AUTOMOBILES offer:—

1949 Austin 16 saloon, moderate mileage, very well maintained; £425.—Forsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

ANDOVER MOTOR CO., Ltd., offers:—

1948 Austin 16 saloon in Royal blue with brown leather upholstery, radio and heater and other extras in superb condition; £395.—Andover, Hants. Tel. 3405. Open week-ends (Sundays inspection only). (C1003)

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

1948 Austin 16 saloon, one owner, colour black; £375.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. (C5056)

1946 Austin 16 saloon, black, one owner, showroom condition; £350.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. (C4029)

1948 Austin 16 de luxe saloon, heater, one owner, excellent condition; £375.

REYS MOTORS, Ltd., 73-75, Albany St., N.W.1. Euston 6994. (C4696)

AUSTIN 16, November, 1948; £375; choice of 2.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. (C1023)

£425 11.—1949 Austin 16 saloon, one careful owner, spotless condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1948 (Oct.) Austin 16hp, black, immaculate, heater, low mileage; £375.—Jack Pomer (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C5063)

1947 Austin 16, one owner since new, low mileage; £385.—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

1948 Austin 16 saloon, black with brown leather upholstery, reconditioned engine, heater, excellent condition throughout; £425.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. (C3004)

1948 (late) Austin 16 saloon, black, one owner, new engine; £445.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (C1076)

1947 (December, 1946) Austin 16 saloon, black, very good condition, taxed; £325.—Garage Services Co., Ltd., 1061, Finchley Rd., Golders Green, N.W.11. Speedwell 9652. (C2019)

1949 Austin 16 saloon, black, brown leather, carefully used by director only, recent complete overhaul, invoices available; £440.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7554. (6030)

AUSTIN SIXTEEN

295 gns.—Austin 16, 1946, saloon, leather, radio, heater, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C3018)

1948 Austin 16hp saloon, black, brown hide, heater, sun roof, one owner, guaranteed mileage 30,000, specimen condition throughout, probably best example available; £395; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Day. 4274. (C3055)

HIRECAR partitioned 1950 Limousine, 7-forward, leather, carefully maintained, certified mechanically, reasonable cost, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

HIRECAR Limousines urgently required, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (W100R)

AUSTIN A70 & A80

ALWAYS

AUSTIN A70s. A selection with a written guarantee and free after sales service at NAYLOR & ROY, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2232. (C5022)

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1950-1 Austin A80 all electric convertible coupe, stored for a considerable length of time, fitted radio and heater, absolutely immaculate throughout; 579 gns. Hire purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 250 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Meida Vale 6044, connecting all branches and departments (Kilburn Park Station, Barriole line, 150 yards). (C4047)

NEWHAMS, Ltd.

1952 Austin A70 Hereford saloon, black, excellent condition; £645.

NEWHAM House, 235-9, Hammersmith Rd., London W.6. Riverside 4646. (C3024)

CAR MART, Ltd.

LONDON Distributors.

1953 Austin A70 Hereford saloon, heater; £745.

1952 Austin A70 Hereford saloon, heater; £665.

1952 Austin A90 Atlantic saloon, heater; £645.

1951 Austin A90 Atlantic saloon, radio, heater; £565.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

HAROLD SIMONS, Ltd., offer:—

L 1951 A70 Hereford saloon, unblemished throughout, had one private owner only; £585; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0552-3. (C4065)

WANSTEAD MOTORS, Ltd., offer:—

1952 Austin A70 Hereford, beige; £595.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford, Valentine 1155-6-7. (C4012)

HENDON CENTRAL GARAGE Ltd., offer:—

1951 A70 Hereford saloon, fitted heater, radio, perfect condition; £575.

1949 A70 Hampshire saloon; bargain price £450.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. (C2034)

F FEDERAL Trade, Hearse Austin A70, brand new, early delivery illustrated brochures, write ALPE & SAUNDERS (COACHBUILDERS), Ltd., Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. (6014)

1952 Austin A90 saloon, black, 15,000 miles; another in blue, one owner; from £695.

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 252/3/4. (C3052)

£498—Austin A70, 1950-1, magnificent condition throughout, new tyres, really superb; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 9066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

A AUSTIN A70 saloon, 20,000 miles approx., beige/brown, radio, heater, loose covers, immaculate car; price £635.

G & R GARAGE Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. (C2025)

1953 (June) Austin 16hp, black/brown, 5,000 miles, as new; £695.—Dobson, Ltd. (Austin Agents), Staines 801. (C1074)

1952 Austin A70 saloon, beige with brown leather, well maintained; £690.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

1951 Austin A90 Atlantic coupe, one owner, fitted radio, 16,000 miles from new; bargain at £595.

NEWTON OF HUDDERSFIELD, Automobile Distributors, Huddersfield, Tel. Huddersfield 3511 (13 lines). (C584)

1951 Austin A90 sports saloon, black, one owner only; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (C1076)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A80

1952 Austin A70, black/brown leather, fitted heater and radio nominal mileage, beautifully maintained by one owner £255.—Below.

1951 Austin A90 saloon fitted radio and heater, blue with beige leather, beautifully maintained by one private owner; £515.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065]

1951 A70 Hereford saloon; £525; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

AUSTIN A90 Atlantic saloon, all extras, perfect order; £595.—Wheeler (Newbury), Ltd., The Broadway, Newbury, Berks. [C6047]

1951 A90 Atlantic saloon, one owner, 11,600 miles, radio, heater, unblemished; £595.—Richards & Carr, 36, Kinnerton St. London, S.W.1. Sloane 5424. [C5049]

1951 Atlantic saloon, 16,000 miles, extras include heater, leather, fawn leather; £595.—Jack Pomer (Autos), 385, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

AUSTIN A70 de luxe saloon, first registered August, 1950, fitted heater, absolutely lovely condition throughout, any trial or examination; £475.—Tel. Maiden 5961. [C5945]

GUY ALFRED & Co., Ltd.—1951 Austin A70 Utility, wooden body, outstanding condition; 1940 Morris Utiticon, 1950 condition.—6-7, Warren St., W.1. Euston 3268. [C1005]

1952 Austin A70 black de luxe saloon, 10,000 miles, absolutely as new; £650.—Blue Star Garages, 364, Kensington High St., W.14. Western 9651. [C5979]

1952 Austin A70 convertible, radio, heater, 12,000 miles, immaculate condition; £685.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4056]

JACK ROSE, Ltd.—offer 1953 Hereford saloon, in beige and brown hide, radio and heater, almost as brand new; one owner; £675.—Staford Rd., Wallington, Surrey, Wallington 6077-9. [C5049]

1951 model A70 saloon, one owner, 20,000 miles only, superlative condition, fitted loose covers and heater, great bargain; £495!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

FERNHILL HEATH MOTORS offer 1952 Austin A70 Hereford, low mileage, green, brown leather, unmarked, taxed; £595, exchanges.—Fernhill Heath Motors, Worcester. Tel. Fernhill Heath 370. [C6055]

1952 Austin A70 saloon, special colour scheme, heater, many extras, 9,500 only, R.A.C. inspection invited; £695.—Steele, Grimsby, London, S.E.5. Rodney 2201-6. Brixton 7354. [C6031]

£550—1950 Austin A90 Atlantic saloon, cream and black, radio, heater, electric windows, low mileage, mechanically perfect, delightful car to drive and look at, guaranteed.—Kings Motors, 1, High St., Hounslow, Tel. 3532. [C2049]

1950 A70 saloon, sun roof, black, brown leather, fitted radio, heater, one owner, immaculate condition, guaranteed; £475, exchanges, terms, Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3094]

Austin A70 and A80 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A80 cars.—16, Ealing Road, Ealing, W.5. Ealing 6600. [C1053]

AUSTIN A90 convertible, low mileage, required.—14, Trevelyan Hill, Loughborough, Loughborough 1057. [C5965]

PRIVATELY owned A70—5, Brice Court, Kingston Hill, Surrey. Tel. Hill 2768. [W2037]

WHY accept less for your Austin A70 shooting brake or saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.3. Gladstone 2234. [W2008]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A80.—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

FULL value paid for A70 or similar; trade or private.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

AUSTIN EIGHTEEN

GORDON LIMOUSINE, December, 1937, with division, forward occasional seating 7; £295.—Ralph Davis, Ltd., Potters Bar 2371. [C5981]

CAMDEN MOTORS, for Limousines.—Largest selection in the country, over 60 in stock.—See full page advert page 7 this issue. [C1035]

LIMOUSINES, 1938, partition, forward occasional, leather, black, £375. Also 1937 partitioned 7-passenger limousine, leather, immaculate, £245. Aipe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin Eighteen Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 18.—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

7-PASSENGER privately owned 1938/39 Limousines, also Sa. one, urgently required, cash waiting, Aipe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN TWENTY

LIMOUSINE, 1937, Mayfair, partition, 7-forward leather, really magnificent condition, reasonable cost, Aipe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

AUSTIN TWENTY-FOUR

AUSTIN 7-passenger limousine not ex-hire car; £450.—View 135, Cricklewood Broadway, N.W.2. Gladstone 2236. [C2022]

AUSTIN A125 & A135

ACRES offer:—

1951 Austin Sheerline saloon, silver grey, heater and radio, 19,000 miles only, beautifully kept and maintained by one extremely careful owner; first £775 secure.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A]

NEWNHAMS, Ltd.

1952 Austin Sheerline saloon, grey, 14,000 miles, one careful owner; £895.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A125 Sheerline saloon; £835.

1950 Austin A125 Sheerline saloon; £675.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

AUTOMOBILIA, Ltd., offers:—

1949 Austin Sheerline 4-door de luxe sunshine saloon, steel grey, grey leather, radio, heater, fog lamps, low mileage, excellent condition; £595.

£50 1950 Sheerline, black, beige upholstery, one owner, 21,000 miles, indistinguishable from new; £695.—Automobilia, Ltd., Pipbrook Garage, Dorking 4304, 3891. [C1069]

SAUL & SLATTER, Ltd., offer:—

1951 Austin Sheerline saloon, 18,000 miles, grey, excellent condition; £715.—44-46, Aldermans Hill, N.13. Palmers Green 3631-2-3. [C4002]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1950 Sheerline, metallic grey with radio and heater; £625.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

1954 Austin Sheerline saloon, 100 miles; £1,395.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Eus. 6611. [C2025]

£550—Sheerline 49/50, excellent order, numerous extras.—Valentine 4674 after 6. [C2018]

FUNERAL Trade Sheerline Hearse brand new, immediate delivery; illustrated brochures, write "A" Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. [C2669]

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—

1951 Princess sal., black, one owner, radio and heater, 21,000 miles, new tyres, really outstanding condition, guaranteed 3 months; £1,045.

SERVICE Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

1949 Sheerline, heater, radio, immaculate condition throughout; £575.—Speedwell 2564. [C6007]

1952 Austin Sheerline, immaculate throughout, radio and heater, grey with grey hide upholstery.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C1355]

1950 faultless Sheerline saloons, radios, heaters, choose from Austin House stocks, prices according mileage; from £630.

A. SAUNDERS, Ltd., Golders Green, N.W.11. L. Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

£825!!!—1952 Austin Sheerline saloon, speedometer reads 10,000 whole vehicle as brand new; 3 months' guarantee; hire purchase, exchanges.

L. AMES, Finchley Showrooms, 421-423, High Rd., L. Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1951 Sheerline saloon, superb condition, low mileage; £695.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6192. [C3057]

1949 Austin Sheerline fitted radio, heater, and loose covers, first-class condition; £625.—Wood Lane Garage, Timperley, nr. Manchester. Ringway 3160. [C226]

1951 (Sept.) Austin Princess saloon, one owner, driver only, just completed major overhaul throughout, black Vanden Plas coachwork, beige hide interior, many individual extras, demonstrations anywhere at any time; £1,015.

A. E. HUNN & Co., Ltd., 282, Bury New Rd., Manchester, 7. Tel. Broughton 2201. [C5966]

AUSTIN Sheerline, 1949, black, radio, seat covers, 41,000, one owner, clean; £479.—Petersfield Garages, 1357, Stratford Rd., Birmingham. Springfield 1848. [C6065]

AUSTIN Sheerline, 1949, black sunshine saloon, grey leather, radio and heater, just decarbonized, faultless condition; £675.—Boleworth's, Mill Hill Works, Hinkley, Tel. Hinkley 6. [C6087]

XXX 1949 Austin Sheerline saloon, black with beige upholstery, fitted with radio and heater; £625, written guarantee, terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 3400. [C2005]

845 gns.—Austin Sheerline, 1952 series saloon, steel grey, sliding head, grey leather, heater, radio, automatic jacking, one owner, small mileage, carefully used, exceptional condition, terms, exchanges, list open 6-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4015]

AUSTIN A125 & A135

FERNHILL HEATH MOTORS offer 1950 Austin Sheerline, black with beige upholstery, immaculate condition, radio, heater, fog lamps; £650; exchanges.—Fernhill Heath Motors, Worcester. Tel. Fernhill Heath 370. [C6094]

Austin A125 and A135 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3454, 10552/R

AUSTIN Sheerline limousine wanted for immediate use, low mileage, black for preference.—Only's Garage, Earls Court Rd., S.W.5. Fre. 4375. [C4908]

AUSTIN TWENTY-EIGHT

1939 Austin Ranchash drop head coupe, very attractive vehicle, ship; £165, terms.—Eit 2810. [C230]

GUY ALFRED & Co., Ltd.—1954 Austin Ranchash 7-passenger with face forward seats.—6-7, Warren St., W.1. Euston 3268. [C1007]

AUSTIN MISCELLANEOUS

J. DAVY, Ltd., offer:—

1951 A40 Countryman, one owner, heater, unmarked coachwork and interior; £545.

1952 (October) A70 Countryman, heater, one owner, low mileage; £875.

SHEERLINE with heater, radio, covers, indistinguishable from new in every respect, at a saving of over £1,000.

1953 A70 Hereford, 5,000 miles, also similar car 15,000 miles; selection of new A40 and A70 Countryman; A40 pickup and 10-cw vans, A40 coupes; exchanges welcomed.—180-4, Kensington High St., Western 9641; 215, Brompton Rd., S.W.3. Ken. 1108. [C1065]

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0598/R]

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport, Tel. 2268. [0788/R]

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R]

XXX H. F. Edwards offer immediate cash for good Austin cars.—Details, please, to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2056]

Austin Spares and Service

A

FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock, open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29 High St., S.W.19. Wim. 0125. [0414/R]

NORMAN, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAN, Ltd., 406-9, King St., W.6. Riv. 3665. [0223]

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 352, Streatham Rd., S.W.16 (Streatham 0054). [0160/R]

C. G. NORMAN & Co

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd. London, S.W.1. Victoria 2211. [0271/R]

AUSTIN genuine spares and specialist service in the West End.

MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R]

FOR Austin spares and replacement units.—Sajids, Burnham, Bucks 84. [0305/R]

AUSTIN 7 spares, any year, any part; largest stockists in U.K. exchange units.—Tyr Northwood's Bus—44-47 Newington Causeway, S.E.1. Hop 2532-2020. [0729/R]

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280-3769. [0488/R]

AUSTIN parts and components for cars, vans, and commercial vehicles.—J. Gilbey, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Petham, Middlesex. Tel. Petham 4274-5. [0399/R]

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2 Brixton 1155. [0184/R]

BENTLEY (3), 4-litre and New 4-litre)

C

M

1952 Bentley 4½-litre standard steel saloon; £2,950.

1950 Bentley 4½-litre Freestone & Webb saloon; £2,850.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 3454. [C1039]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LAROCST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.
EXAMPLE—1947 (Nov.) standard steel saloon, 4 painted black and grey and upholstered in grey leather, speedometer reading 35,000; price £1,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May 7444. [C1062]

RIPPON.
RIPPON BROS., Ltd.
THE Northern Bentley specialists, offer the following cars, in first-class condition:—
1953 (July) Mark VI Standard Steel saloon, grey with blue leather upholstery, mileage 3,000; price £4,000.
1951 (March) Mark VI Standard Steel saloon, Tudor grey with blue leather upholstery, mileage 31,000; price £2,750.
1951 (Jan.) Mark VI Standard Steel saloon, Tudor grey with blue leather upholstery, mileage 29,000; price £2,650.
1950 (June) Mark VI Standard Steel saloon, mattotone green with tan leather upholstery, mileage 29,000; price £2,550.
FOR further details apply to:—
RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R]
H. R. OWEN, Ltd.

LONDON'S leading specialists to Rolls-Royce and Bentley cars, offer the following selection:—
1953 4.6 sports saloon, large boot, Midnight blue with beige hide; 10,000 miles; £3,850.
1951 James Young 4-door sports saloon, black and grey with pale blue hide; 34,000 miles; £3,350.
1951 Mk. VI standard steel saloon, green with green hide; 51,000 miles; £2,650.
1950 Mk. VI standard steel saloon, grey with pale blue hide; 59,000 miles; £2,400.
1949 Mk. VI standard steel saloon, two-tone grey with light blue hide; 39,000 miles; £2,800.
1948 Mk. VI standard steel saloon, maroon with beige hide; 60,000 miles; £1,995.
WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5032]

P.B. Ltd., offer:—
1936 (August delivery) 3½-litre Bentley, Freestone & Webb, mirrored edge sports saloon, black, dual leather.
ADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. 9477/7478. [C5033]

JACK OLDING, Ltd.
OFFICIAL Bentley and Rolls-Royce retailers, offer from their stock:—
1953 (Sept.) 4½-litre large bore standard steel saloon with large boot, one owner, under 1,000 miles; £3,950.
1953 (July) 4½-litre large bore standard steel saloon, grey/red leather, 6,000 miles; £3,850.
1952 (April) 4½-litre large bore standard steel saloon, green/brown hide, 12,000 miles; £3,150.
1952 (June) 4½-litre large bore standard steel saloon, velvet green, grey hide, 19,400 miles; £2,950.
1951 (June) 4½-litre standard steel saloon, black/brown leather, 29,000 miles, one owner; £2,750.
1951 (January, guarantee date) 4½-litre standard steel saloon, black/brown hide, one owner, 15,000 miles; £2,500.
1950 (Nov.) 4½-litre standard steel saloon, maroon top and beige, 29,000 miles; £2,250.
1950 (Jan.) 4½-litre H.J. Mulliner saloon, black/brown leather, one owner; £2,975.
1949 (March) 4½-litre 2-door Countryman saloon, two shades of grey and polished wood, grey leather, 38,000 miles; £2,500.
AUDLEY HOUSE, North Audley St., W.1. Mayfair AS242. [C5030]

1939 miles only!
1948 Mark VI S.S. Bentley, grey with grey leather, almost indistinguishable from new; £2,195; exchange welcomed.—R. C. Mortlake, 253, Kensal Rd., W.10. Arnold 4694. [C5017]

MANN EGERTON & Co., Ltd.
1953 Bentley big bore, big boot, R type, 3,000 miles; £3,975.
1952 Bentley big bore, Mk. VI steel saloon, 13,000 miles; £3,250.
1952 Bentley big bore, Mk. VI steel saloon, 30,000 miles; £3,000.
1950 Bentley Mk. VI steel saloon, 34,000 miles; £2,350.
MANN EGERTON & Co., Ltd.

OFFICIALLY appointed Bentley Retailers, 14, Berkeley St., London, W.1. Hyde Park 2073. [C2006]

MCKINNON MOTORS offer:—
1948 (April) Bentley 2-door sports saloon, body by James Young, black, beige leather, sliding roof, radio, heater, twin fog lamps, spotlight, concealed cockpit cabinet, 49,000 miles only, superb condition; £2,250; current new list price well over £6,000; part exchanges and gradual confidential payment scheme available.
MCKINNON MOTORS, Ltd., Longham House, 3, Stamford Rd., Wallington, Surrey; established 1906, Tel. Wallington 3404. [C3020]

BENTLEY (3½, 4½-litre and New 4½-litre)

TAYLOR & CRAWLEY offer:—
1948 Bentley P8C saloon, immaculate throughout, 40,000 miles; £1,785.
1948 Bentley P8C saloon, very well maintained; £1,695.
1939 Bentley 4½-litre overdrive with standard Park Ward 4-door saloon, exceptionally well-kept car; £1,195.
HYDE PARK CORNER, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4096]

OVERSEAS CARS, Ltd. offer:—
1935 Bentley 3½-litre saloon, black, Park Ward body; £675.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031]

MASCOOT MOTORS, Ltd. offer:—
1938 4½-litre Park Ward sports saloon; £975.
MASCOOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C5007]

COMBES & SONS (GUILDFORD), Ltd. offer:—
1947 Bentley Mark VI steel saloon, maroon and silver, with grey leather upholstery, 1949 modifications, engine recently completely overhauled by manufacturers; £1,525.
COMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford (2527-8-9). [C1057]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3. Offer:—
1935 Bentley 3½-litre Park Ward saloon, black, brown leather, radio, heater, excellent condition throughout; £2,500. [C1001]

FOR sale, 1938 Bentley drop head coupe by Vanden Plas, one owner.—Box 2870. [555]

1953 Type, large boot Bentley (Sept. '52), 22,000 miles.—Below.
1952 (May) Bentley saloon, 19,600 miles.—Below.
1950 (June) Bentley saloon, 34,000 miles.—Weybridge 600. [C4023]

CASS'S MOTOR MART.—1936 Bentley 3½ Park Ward saloon, grey, radio; £755.
1937 Bentley 4½ Park Ward saloon; £795.—S. Warren St., W.1. Euston 4110. [C1040]

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—
1951 Bentley (big bore) Mk. VI standard steel sal., black, beige leather, one owner, 42,000 miles, completely serviced and checked by makers, not run since; £2,825.
1951 Bentley Mk. VI standard steel sal., most attractive colour scheme, black and grey with grey hide, one owner, 26,000 miles only, perfect car; £2,750.
1950 (Oct.) Bentley Mk. VI standard steel sal., black, beige leather, one owner, 49,000 miles, chauffeur maintained, at present undergoing pre-sale checkover; £2,425.
ALL the above cars were sold new by us and we can offer them with confidence.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. Elgin Ave., W.9. Cunningham 5936. [C2010]

1949 Bentley steel saloon, grey, maroon leather, superb condition, Bentley history.—Below.
1947 Bentley steel saloon, one owner, excellent condition; £1,675.—Below.
1947 (Oct.) Bentley Van den Plas sports 4-door saloon, immaculate throughout; £1,895.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3587. [C3006]

1935 3½-litre Bentley Park Ward saloon, black/blue leather, radio; £595.—J. Fricker, Ltd. Park 5077. [C2016]

1939 Bentley 4½ overdrive razor-edge saloon; £1,275; exchanges with cash adjustment on either side.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Bournemouth, Tel. Southbourne 43244. [C4026]

BENTLEY 3½-litre, August, 1955, special 4-door sports saloon, heater, radio, many extras; £575.—Duchess of Wimborne, Dorset, Tel. 108-109. [5614]

1952 Bentley Mark VI standard steel saloon, dual grey, fitted radio and many extras, in exceptionally good condition; price £2,950.
NEWTON & HUDDERSFIELD, Automobile Distributors, Huddersfield 3511 (5 lines). [5370]

1936 Bentley Park Ward sports saloon, 30hp, immaculate engine, recently overhauled; what offers?
F. J. GLASS & Co., Ltd., Okehampton, Devon, Tel. 39. [5965]

1935 Bentley 3½-litre attractive 1939 sports saloon body, exchange small car.—Auto Engineering Willson's Rd., Ramsgate. [6163]

1935 Bentley 3½ Freestone/Webs sports saloon, 3 spot and fog lamps, dual horns, 2 spare wheels, radio; £495.
JULY 1950 Bentley Mk. 6 standard steel saloons, prices according to mileage, grey/blue, 45,400 miles, highly recommended; £2,250.
H. A. SAUNDERS, Ltd., Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [C4004]

BENTLEY 3½-litre, chassis B.195AE, drop head coupe, a car for connoisseurs; £725.—H. Morris, Broad-Lea, Scott Park, Burnley, Tel. 4129 Burnley. [5924]

1949/50 Bentley standard saloon, F.V. series, mid-night blue, blue interior, absolutely immaculate, one careful owner; £1,950 or exchange.—Bowles, 16, Elm Park Court, Finner, Tel. 360. [C1066]

1935 3½-litre Park Ward drop head, fawn with beige leather, one previous owner, complete history available, well maintained; £700.—Pulvertaft, 27, Friargate, Derby, Derby 42231, Duffield 3248 (after 7 p.m.). [G090]

BENTLEY (3½, 4½-litre and New 4½-litre)

1953 saloon, Tudor grey, leather, radio, heater, £3,750.—Robbins, East Putney. Tel. 4581. [C3010]

BENTLEY Mark VI standard steel saloon, first registered June, 1951, colour black with brown hide upholstery, fitted radio and heater, speedometer reading 15,000 miles; this car is in exceptional condition; £2,850.
APPEYARD OF LEEDS, Ltd., Leeds, 7. Tel. 32731 (14 lines). [5928]

1939 Bentley 30hp Park Ward saloon, black, sun-shine roof, heater, radio, chauffeur maintained, undergoing engine overhaul £200-£300; tyres as new; £1,250; no dealers.—Lady Holcroft, Wrentham House, Pulverbatch, Nr. Shrewsbury. [5964]

CAMDEN MOTORS for Bentleys.—1937 4½-litre drop head four-door coupe, April delivery, Park Ward model in black with dark blue leather upholstery and trimming, fastidiously maintained by previous owner and in extremely good all-round condition; £795.
CAMDEN MOTORS for Bentleys.—1937 4½-litre drop head four-door coupe by James Young of Bromley; good history, one owner past 14 years, record less than 10,000 miles back; £750.
CAMDEN MOTORS for Bentleys.—1937 4½-litre sports saloon, August, 1957, special Vanden Plas 2-door 4-light model, most attractive body styling finished black and maroon with wheel discs to match and rich maroon upholstery in Connely hide, polished mahogany fascia fillets, late property titled owner, other cars kept, moderate total mileage and the whole car in most exceptional condition; £2,450.
CAMDEN MOTORS for Bentleys.—Park Ward sports saloon, 1955, one previous owner, the whole car almost entirely original except for carpets and minor items of interior trimming, amazing condition for its year; £650.
CAMDEN MOTORS for Bentleys.—Mulliner sports saloon, 1955 series and chassis, first registered brand new March, 1956, pre-war history not available but late owner purchased the car in June, 1949, from which date records are available of servicing and overhaul; £550.
CAMDEN MOTORS for Bentleys.—Mark VI standard steel saloon, 1947, condition almost indistinguishable from brand new, coachwork and interior devoid of elements of age, extra, press-button H.M.V. radio and built-in heater, etc.; £1,695.
11445—Unique opportunity to purchase a genuine low-mileage (11,000 miles) 1949 Mark VI Bentley engine and chassis complete at a nominal price, this vehicle was involved in an accident, and the body has been removed from the chassis and the whole unit has been inspected by Messrs. Bentley Motordiv. The vehicle is in a clean, sound condition of health, Bentley's report available, the body is in its damaged condition—nothing is missing—upholstery, tyres are excellent.
CAMDEN MOTORS for Bentleys, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

ROSE & YOUNG, Ltd., offer 1938 Bentley 4½-litre Windover drop head coupe, immaculate condition, very pretty car, dual colour scheme; £750.—65-65, Sternhold Ave., Stratham Hill, S.W.2 (1 minute Stratham Hill Station), Tulse Hill 6464. [C3057]

BENTLEY Mark VI 4½-litre saloon, first registered July, 1950, with coachwork by H. J. Mulliner, colour silver grey with grey hide upholstery, fitted sliding head, radio, heater and windscreen washers, speedometer reading 18,173 miles; this car is in immaculate condition throughout; £3,250.
APPEYARD OF LEEDS, Ltd., Leeds, 7. Tel. 32731 (14 lines). [5927]

1949 Mark VI Bentley 2-door sports razor edge saloon by James Young, electrically operated windows and blind, H.M.V. radio, heater, Life Guard tubes, total mileage 37 thousands only, this car has had one owner and was checked over by the makers in December, 1953; £2,550.—R. A. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 431-2. [C3011]

1935-6 Bentley 3½-litre Park Ward sportsman's saloon, finished in immaculate black with fawn leather interior, fitted loose covers, fitted heater, 1951 type, new tyres, just fitted new battery, we have bills from Messrs. Bentleys for over £300 spent on chassis, also complete engine overhaul late 1952, only covered small mileage since, the engine overhaul cost £326, a most beautiful example; £685.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000]

1938 Sports 4-door Park Ward 4½-litre Saloon (history available), leather, really excellent condition throughout, black, £965. Aipe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

BENTLEY (PRE 1931)

PERFORMANCE CARS—Good selection always available; written guarantee.—See under Sports Cars. [C3011/R]

Bentley Cars Wanted

C
THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 520, Euston Road N.W.1. Euston 1112. [0958/R]

R
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bentley.—Hamstead (Tube) W4016/R Ham. 6041. [W4016/R]

BENTLEY wanted.—Valentine 4674 after 6 p.m. [W2018]

WANTED privately, Bentley saloon, 1948/50, low mileage.—Details Box 2895. [5597]

PRIVATE buyer requires Mark VI saloon or drop head 1947-50.—Box 3174. [6243]

REQUIRED, good used Bentley.—O. Edwards, Amersbury Lane, Harpenden, Herts, Harpenden 118. [W2000]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted
BARTLETT will pay more for good Bentleys.—
27a, Pembridge Villas, W.11. Bayswater 0523.
[W1013]

WANTED, 3½-litre drop head Bentley, urgently, 1935
or 1936.—Simmons, 12, Rex Place, W.1. Gros-
venor 2635. [W4014]

HATTON MOTORS, Ltd., Birmingham, will buy or
part exchange your 3½- or 4½-litre Bentley.—71,
Broad St., Midland 2437. [0597/R]

WEYBRIDGE AUTOMOBILES, Ltd., officially ap-
pointed special retailers, urgently require late type
Bentleys. Tel. Weybridge 233. [0540/R]

BENTLEY cars wanted, 1935 to 1952.—Swanmore
Garage, 1176, Christchurch Rd., Boscombe East,
Bournemouth. Tel. Southbourne 43544. [W4024]

WE will buy or part exchange your Bentley for a
new one.—Lorham's Rolls-Royce & Bentley Show-
rooms, Fishergate, Preston, Tel. 4245. [W2064]

1939 overdrive drop head coupe by private buyer,
excellent condition and history essential.—
Pulverfist, 27, Friargate, Derby. [6089]

WE are open to purchase any type pre-war Bentley
cars, complete or otherwise.—Compton, 69,
Weston St., Crystal Palace, S.E.19. Livingstone 3362.
[0062/R]

1951 or 1952 Bentley drop head required by private
buyer; write, stating body colour, mile-
age, price.—115, Walsall Rd., Aldridge, Staffs. Tel.
52271. [5961]

PRIVATE buyer offers £2,500 immediate cash or
thereabouts for Mk. VI 1952 Bentley, one owner,
low mileage, genuine history, excellent condition, pre-
grey.—Box 3050. [5949]

XXX H. F. Edwards offer immediate cash for
good Bentley cars.—Details, please, to:
26-30, Upper High St., Epsom, Surrey. Tel. Epsom
9400. [W2001]

JACK OLDING & Co. Ltd., officially appointed
retailers and repairers, are interested in the pur-
chase of good used cars. Service in the heart of May-
fair. Tel. Mayfair 5242. Audley House, North Audley
St., W.1. [W3030/R]

CHARLES FOLLETT, Ltd.—Officially appointed re-
tailers and repairers, buy good late cars.—18,
Berkeley St., W.1. Mayfair 6266. Service works and
stores: Barnsdale Yard, off Elgin Ave., W.3. Tel. Cun-
ningham 5936-7-8. [0592/R]

Bentley Spares and Service
JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Bentley cars.
SERVICING or overhaul work, coachwork renovations
and accident work; large stocks of spares.—Danvers
St. Chelsea, S.W.5. Off Chelsea Embankment, near
Battersea Bridge. Flaxman 2223. [5102/R]

CHARLES FOLLETT, Ltd., officially appointed re-
tailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Ave., W.3. Tel.
Cunningham 5936-7-8. [0593/R]

ALL spares and replacements for pre-war Rolls-
Royce, full repair service at most reasonable
prices.—Compton, 69, Weston St., Crystal Palace,
Tel. Livingstone 3362. [0490/R]

B.M.W.
£198—B.M.W. type 40 1937 d/h foursome, superb
performance, very distinctive; another 1940
type, £398; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park,
London, W.11. Park 5066-7. (50 yds Holland Park
Tube). Exchanges, h.p. [C1017]

BRUTONS, Ltd.—B.M.W. type 326, cabriolet, black,
excellent condition, tyres as new; £395.—13/14,
Osten Mews, Emperors Gate, S.W.7. Fremantle 0542.
[C1026]

Bond Minicar Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Bond.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., the Bond Minicar buyers;
H.P. accounts settled; exchanges.—Stockwell Rd.,
S.W.5. Brixton 6251. [0543/R]

Bond Minicar Spares and Service
RAYMOND WAY for Bond Minicar repairs, spares
and service under Bond trained service manager;
no job too big or too small; free advice on all Bond
models; latest modifications can be fitted to older
models if required.
RAYMOND WAY, of Kilburn. [0627/R]

BORGWARD
UNREGISTERED, under 2,000 miles, 50mpg, original
price £1,552; now offered at £1,275.
COVENTRY & JEFFS, Ltd., No. 2 Depot, Lansdown
Garage, Clifton Rd., Bristol, 8. Tel. Bristol 5009.

BRISTOL
ANTHONY CROOK.—Largest selection of new and
used Bristol in the country.
ANTHONY CROOK.—New current model 403 and 404
cars on show.
ANTHONY CROOK.—Used 403, 401 and 403 cars, all
A thoroughly checked over in our specially equipped
works; any make of car taken in exchange; send for
list.
ANTHONY CROOK, the leading distributors since the
first Bristol was produced; all spares in stock.
ANTHONY CROOK.—Head office, sales service and
spares, Caterham Hill, Surrey. Tel. 2232-3.
ANTHONY CROOK.—New and used Bristol show-
rooms: High St., Esher, Surrey. Tel. 4580. [C1063]

UNIVERSITY MOTORS, Ltd., guaranteed cars always
available.—80, Piccadilly, W.1. Grosvenor 4141.
[0618/R]

BRISTOL
L. F. WARD, Ltd.

1953 Bristol 403, 3,000 miles, Cambridge grey, car
as new.
1950 401 Bristol engine completely overhauled by
us, two owners, fitted radio and heater.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd.,
L. Thornton Heath. Tel. Thornton Heath 3347.
London office: May air 0146. [C4043]

KEVILL, DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563.
[C2054/R]

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1.
1950 Bristol 400 sal., blue, beige leather, one
owner, bodywork unmarked, good history
from makers, guaranteed; £1,195.

SERVICE Works and Stores—Barnsdale Yard, off
Elgin Ave., W.3. Cunnigham 5936. [C2010]

1948 Bristol 400; £750.—Clayton's Cars (London),
Ltd., 337, Euston Rd., London, N.W.1. Tel.
Euston 5228 (5 lines). [C1050]

CHARLES CRUICKSHANK MOTORS, The Centre,
Bristol, 1, Tel. 25280, the West of England Bristol
distributors, have several used Bristols for disposal.

1948 Type 400 Bristol saloon, modified chassis and
bodywork, recently overhauled, colour black;
£975.—A.F.N. Ltd., London Rd., Isleworth Middlesex,
Hounslow 0011. [C2015]

BRUTONS, Ltd.—Bristol 1948 400 saloon, grey, im-
maculate, wireless, heater, first-class order, new
tyres. Soles modification.—15-16, Osten
Emperors Gate, S.W.7. Fremantle 0542. [C1026]

B. J. HUNTER, Ltd.
FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway,
N.W.2. Tel. Gladstone 6303. [W2040]

£6/700 offered for Bristol 401.—Tel. after 6 p.m.
(Swansea) Bishopston 101. [6071]

BARTLETT will pay more for good Bristols.—
27a, Pembridge Villas, W.11. Bayswater 0523.
[W1013]

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Bristol.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]

A.F.N. Ltd., will purchase for cash Bristol Type 400
and Type 401 cars.—Falcon Works, London Rd.,
Isleworth, Middx. (Hounslow 0011). [0476/R]

B. & K. THOMAS, Ltd., 17/19, Loughborough Rd.,
West Bridgford, Nottingham, Tel. 84736, official
Bristol retailers, require good used 401 Bristol saloon.

XXX H. F. Edwards offer immediate cash for
good Bristol cars.—Details, please, to:
200, Great Portland St., London, W.1. Tel. Langham
0012. [W2003]

B.S.A.
B.S.A. Scout 1940 Series 6 10hp sports 4-seater, black/
maroon leather, reconditioned engine, very good
condition; terms, exchanges; list; open 9-7 week-days
and Saturdays.—Rowland Smith, Hampstead (Ham-
pstead Tube), Hampstead 6041. [C4018]

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for B.S.A.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]

BASIL ROY, Ltd.—B.S.A. (Scout model) spares;
comprehensive stock, wholesale and retail.—161
Gt. Portland St., W.1. Langham 7735. [0144/R]

SUPERCHARGED drop head 4-seater coupe, low mile-
age, two famous owners on's, engine now being
overhauled; price £1,200.—J. Lemon Burton, Lonsdale
Rd., N.W.6. Mai. 1351. [0870/R]

Bugatti Spares and Service
J. LEMON BURTON, Bugatti service, Lonsdale Rd.,
Kilburn N.W.6. Maids Vale 1351. [0071/R]

BUGATTI
PETER BANTOCK CAR SALES offer:—

1939 Buick Special Series 40 drop head foursome,
outstanding condition; £325.—104, High Rd.,
Chiswick 2725, 5870. [C1014]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1938 Buick Special, blue with cloth upholstery,
recently resprayed; £175.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth
Rd., Guildford. Guildford 62907-8-9. [C1057]

1951 Buick 4-door saloon, right-hand drive.—Below
RHD 1947 Buick, radio and heater, colour black
—Joe Thompson (Motors), Ltd., 97,
Fulham Rd., S.W.3. Kensington 4858. [C4022]

CAMDEN MOTORS, for Limousines.—Largest selection
in the country, over 60 in stock.—See full
page advert page 47 this issue. [C1055]

1938 Buick Roadmaster saloon, leather, immacu-
late, privately owned; £259.—Weatherby, 14,
Herga Court, Harrow-on-the-Hill, Harrow 5955 (day-
time), Byron 6130 (evenings). [5953]

BUICK late 1947 32hp r.h.d. saloon, one owner only,
radio, heater, etc., low mileage, specimen car.—
Chitpstead Motors, Ltd., 197, Fulham Rd., Kensington,
London, S.W.5. Flaxman 0058/7255/7154. [C1046]

AMERICA'S number one car, 1951 2 Buick Riviera
with automatic transmission and full circle sta-
bility, a very attractive body colour and upholstery
combination, radio and three-temperature air-control.—
Tel. Valentine 4674 after 6 p.m. [C2018]

BUICK
£285—1939 Buick 50hp saloon, colour black, one
owner, resleeved to standard, 2,000 miles
short, new tyres, taxed year, 2 spare wheels, tyres as
new; most beautiful car; 1/3rd deposit.—Stim, 13, Bea-
nett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924
Cheetham Hill. [6152]

LMOUSINE, 1938, partition, forward occasional,
L genuine low mileage, black, magnificent through-
out, bargain value Alps & Saunders Ltd., Providence
Court, North Audley Street, Mayfair 2841. [C1036]

Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick
buyers.—Wembley 8691/3905. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Buicks.—
97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

SOLE concessionaires, Lendrum & Hartman, Ltd., will
purchase used Buick models.—Showrooms: Buick
House, Albemarle St., Piccadilly, London, W.1. Hyde
Park 7121. [0304/R]

Buick Spares and Service
BUICK sole concessionaires, Lendrum & Hartman,
Ltd., Buick Works, Old Oak Lane, Willesden Jun-
tion, N.W.10. Tel. Elgar 7914. [0141/R]

CADILLAC
SIMPSON'S offer:—

1951-2 Cadillac 4-door saloon, Hydramatic, radio
and all extras, 16,000 miles.
1947-8 Cadillac convertible 3-door, radio, heater,
all extras, Hydramatic, cream, moderate
mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American
Car Specialists), 345, High Rd., Wembley 8691/
3905. [C4015]

1950 Cadillac 4-door de luxe sedan, Hydramatic,
radio, heater, nylon seat covers, 25,000
miles, absolutely immaculate; £1,975.—Taylor & Craw-
ley, Hyde Park Corner, Grosvenor Crescent Mews,
S.W.1. Slo. 5213. [C4036]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac
buyers.—Wembley 8691/3905. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—
97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

SOLE concessionaires, Lendrum & Hartman, Ltd., will
purchase used Cadillac models.—Showrooms: Buick
House, Albemarle St., Piccadilly, London, W.1. Hyde
Park 7121. [0004/R]

Cadillac Spares and Service
CADILLAC sole concessionaires, Lendrum & Hartman,
Ltd., Buick Works, Old Oak Lane, Willesden Jun-
tion, N.W.10. Tel. Elgar 7911. [0012/R]

CHEVROLET
1947 Chevrolet Fleetmaster saloon, heater, well
maintained and in good condition; £445.—
Box 2966. [5712]

1953 Chevrolet 4-dr. Styleline sln. de luxe, 3,500
miles, Powerglide transmission, radio, heater,
many other extras; £2,150.
1948 Chevrolet Fleetmaster, 4-dr. saloon, l.h.d.;
£595.
1949 Chevrolet Styleline 2-dr. sln., r.h.d.; £1,095.

1951 Chevrolet Styleline 4-dr. de luxe saloon, r.h.d.;
Powerglide, seat covers, radio, heater
£1,595.
MANY others in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors
for London & Home Counties), 13-14, Upper St.,
Martin's Lane, W.C.2. (adj. Leicester Sq. Tube Sta.),
Temple Bar 3568. [C1027]

CHEVROLET 1949 4-door saloon de luxe, colour black
with grey interior, right-hand drive, nominal mile-
age; sacrifice £475.—Northgate Motors, 2, Rock St.,
Oldham Tel. Oldham Main 6370 [5942]

1952 Chevrolet Styleline saloon, 14,000 miles only,
immaculate condition; £1,150.—Taylor & Craw-
ley, Hyde Park Corner, Grosvenor Crescent Mews,
S.W.1. Slo. 5213. [C4056]

CHEVROLET 1949-50 Fleetline 4-door saloon, radio,
heater, blinkers, covers and numerous other extras
very good condition throughout; low mileage; £825,
or reasonable offer to Fraenkel, 346a, Camden Rd., Lon-
don, N.7. North 3636 or Amherst 7848. [6177]

CHEVROLET, genuine 1950 Styleline de luxe sedan,
l.h.d., late property embassy official, in excel. con-
dition, finished duo-blue, nylon loose covers to seats and
many extras, roomy, economical with superb ap-
pearance. All duties paid; owner leaving England.
£700, o.n.o.; terms arranged privately.—Tel. Birming-
ham South 3018 [6143]

Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chev-
rolet buyers.—Wembley 8691/3905. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd., distributors
for London and Home Counties, require good Chev-
rolet cars.—Upper St., Martin's Lane (adj. Leicester Sq.
Tube Sta.), W.C.2. Temple Bar 3568. [W1027/R]

Chevrolet Spares and Service
CHEVROLET spares and repairs for private vehicles;
distributors for London and Home Counties.—
British & Colonial Motors, Ltd., Upper St., Martin's
Lane (adj. Leicester Sq. Tube Sta.), W.C.2. Temple
Bar 3568. [51027/R]

CHRYSLER
COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Chrysler New Yorker r.h.d. saloon, total
mileage since new, 35,000, fitted radio,
heater, loose covers, etc.; £675.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth
Rd., Guildford. Guildford 62907-8-9. [C1057]

CHRYSLER Windsor saloon, fluid drive, radio, first
regd. 1947, excellent condition and smart appear-
ance, reasonable offer accepted.—Georgeovich Lench-
wick, Evesham. Tel. Harvington 209. [6089]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHRYSLER

SIMPSON'S offer:—

RHD 1951 Chrysler sedan, 4-door, heater, green, 11,000 miles. New York. 4-door, radio, heater, all extras, black, 25,000 miles.
1949-50 Chrysler (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley W9 9JL (C4015)

£250—1938 Chrysler Wimbledon with overdrive, fitted 20hp engine, in really outstanding condition throughout. £30 down.—Bray Motors, 160-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

£455—1946 (reg.) Chrysler Plymouth 20, special 4/5-seater drop head coupe with electric hood, airconditioning, wheel spats, blinkers, etc., beautiful spotless condition, also choice fixed head coupe; 3 months' guarantee, hire purchase, exchanges.
LAMB'S Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. (0643/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4016/R)

7-passenger, 1938/39, required (privately owned), details please, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59/65, Belsize Rd., N.W.6. Mai. 5555-2155. (0495/R)

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. (0561/R)

CITROEN

BM BEVERLEY MOTORS for Light 15s. We offer proudly:

1952 sun saloon, genuine mileage, smooth and silky mechanically, spotless black, red interior, demister, heater, map and reversing lights; only offered as fastidious owner has fancied a new Zenopy; it can become yours for £635, which is nearly £350 under list; terms; exchanges.—Below.

1948 metallic grey sun saloon, with red interior and the pretty Citroen wheels, two owners, a good history and again only for sale as owner emigrated to Canada on January 19; recent engine overhaul, reconditioned, particularly exhilarating on the road, even by Citroen standards; we cannot find a flaw mechanically, and its looks are as good, radio, heater; £415; terms; exchanges.—Beverley Motors, Beverley Rd., Highgate Park, London, E.4. Larkswood 7208 or 2051. (C1096)

SCOTT CARS offer:—

1946 Citroen Light 15, recommended; £345.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C4016)

C. G. NORMAN & CO.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed under models at competitive prices. Visit in stock.—50, Vauxhall Bridge Road, S.W.1. Vic. 2211. (0756/R)

METCALFE & MUNDY, Ltd.

1952 Citroen 6-cylinder, 19,000 miles, sunshine red, literally as new; £745.
280 Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

B. J. HUNTER, Ltd., offer:—

1948 Citroen 15 saloon, just overhauled, £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Oldstone 6305. (C2040)

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Citroen Light 15, black immaculate condition; £475.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

WORTHINGTON MOTOR CO., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. (4734)

BONALLACK & SONS offer for sale:—

1951 Citroen Light 15, newly cellulosed black, 30,000 miles, excellent condition throughout; £550.
BONALLACK & SONS, Ltd., 268, Romford Rd., Forest Gate, E.7. Ora. 3464. (6200)

JOHN S. TRUSCOTT, Ltd., for Citroen.

OFFICIALLY appointed retailers.

NEW models from stock.

SEVERAL post-war Light 15 saloons; unique 6-cyl. S. bargain, 1949 L.H.d. saloon, unusually good mechanically, many extras, including radio; £425; exchanges, deferred.
173 Westbourne Grove, W.11. Bus. 4274. (C4035)

LAUGHTON GOODWIN & Co., Ltd., offer:—

1951 Citroen 6-cyl saloon, grey with red leather, 25,000 miles by one owner, carefully used and maintained, excellent condition throughout; £625.
CITROEN distributors, Kidderminster, Tel. 2255-6-7. (5944)

1948 Citroen 15 saloon, one owner, low mileage, superb condition, 3 months' guarantee; £465.
C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

CITROEN

£160—Citroen f.v.d. 12.8 saloon 1935, engineer owner, leather interior.—Sil. 2045 (6106)

1952 (Oct.) 15hp Citroen saloon, black/red leather, 11,700 miles; £685.—J. Fricker, Ltd. Park 5077. (C2016)

1950 6-cylinder 20hp Citroen de luxe saloon, colour black, red leather, special heater, spot lamp; £585.—Below:—
1951 15hp Citroen de luxe saloon, black, red leather, nominal mileage; £595.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C4057)

1953 Citroen Light 15 (June), grey, twin tone horns, loose covers, 6,000 miles; £401. Fremantle 8401. (C4056)

1952 15hp Citroen saloon, black/red leather, 11,700 miles; one owner; £695.—J. Fricker, Ltd., Park 5077. (C2016)

1948 November grey and red upholstery, sliding roof Light Fifteen, one owner; £400.—H. Percival, Horning, Norfolk. (6066)

£379—1947 Citroen 15 4-door de luxe, reconditioned engine, immaculate throughout.—G. P. (Baham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. (C4024)

1949 Citroen Light 15 sun roof saloon, metallic silver with red leather, mechanically and in every other way faultless; £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

CITROEN distributors for sales, service and spares, demonstrations can be arranged for all models.—Ring Speedwell 9761. Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. (0011/R)

ROSE & YOUNG, Ltd., offer 1948 Citroen Light 15 saloon, exceptional condition, black; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tube Hill 6464. (C3057)

595 gns.—Citroen Light 15, late 1951, sports saloon, sliding head, leather, one owner, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6001. (C4018)

HINDHEAD MOTOR WORKS, Ltd., offer 1952 Citroen Light 15, grey with red leather, heater, one owner, excellent condition throughout, £735; 1950 Citroen 6-cylinder, in grey with red leather upholstery, one owner, excellent condition throughout, £625; 1949 Citroen Light 15, black with red upholstery, £485; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. (C2061)

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. (W4016/R)

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.
NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (W1000/R)

REQUIRED good used Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

CITROEN—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bus. 4274. (W4035)

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. (0187/R)

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4863.—Citroen parts reconditioned drive; trains 48-hr. service. (1596)

SHRIMPSTON'S MOTORS, Ltd., London Distributors. Head office and showrooms, 242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. (0727/R)

WOODFORD CAR MART, Essex distributors, for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. (0200/R)

CITROEN—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. (0746/R)

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow 2288); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. (0585/R)

DAIMLER

DICKS

1937 Daimler 17hp saloon, careful user; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

ACRES offer:—

1948 Daimler 2½-litre, black with red leather upholstery, heater fitted, in immaculate condition; £595.

1939 Daimler 2½-litre saloon, black with brown leather upholstery, in immaculate condition; £330.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

CAR MART, Ltd.

1950 Daimler 2½-litre saloon, heater; £695.—Car Mart, Ltd., 392, Streatham High Rd., S.W.16. Streatham 0054. (C1039)

DAIMLER

GUY SALMON AUTOMOBILES offer:—

1950 Daimler 2½-litre saloon, grey/blue upholstery, 27,000 miles, extremely well maintained; £725.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

STRATSTONE, Ltd., Daimler Distributors.

DAIMLER 2½-litre Empress saloon by Hooper (1952), black with grey leather, excellent; £2,500.

DAIMLER 2½-litre special sports coupe (1951), du-grey with grey leather, most attractive; £1,500.

DAIMLER 2½-litre Conquest saloon (1953), 5,000 miles only; £1,250.

DAIMLER 2½-litre Consort saloon (1952), black with brown leather, 11,000 miles; £1,185.

DAIMLER 2½-litre Consort (1951 model), black with brown leather, radio, very well maintained; £925.

DAIMLER 2½-litre four-door coupe (1950), black with brown leather, in good condition; £975.

DAIMLER 2½-litre Ritz sports saloon de luxe (1951), black with beige leather, many extras, including radio and heater, luxuriously appointed; £575.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1. (Temminus 7464). (C4022)

1947 2½-litre Daimler saloon, in black, 38,000 miles, a very clean and mechanically good car; price £575.

NEWTON of Huddersfield, automobile distributors, Huddersfield. Tel. Enderfield 3311 (3 lines). (5360)

DAIMLER Consort saloon, 1951, one owner, finished in grey with maroon leather, good condition; £925; terms or exchanges arranged.

GROSVENOR GARAGE, Ltd., London Rd., Newcastle, Staffordshire. Tel. 66307. (5921)

1947 Daimler 2½-litre saloon, black brown, 42,000 miles, spotless, £530.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1873. (C4070)

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266; official Daimler retailers and repairers offer:—

1953 (Oct.) Daimler Conquest sal., grey, red leather, radio and heater, 3,000 miles only as new; £1,385.

1950 Daimler Consort sal., grey blue leather, radio and heater, superb condition, chauffeur driven, loose covers fitted; £705.

SERVICE WORKS & STORES—Barnsdale Yard, off Elgin Ave., W.9. Cunningsham 5936. (C2010)

DAIMLER Consort saloon, genuine mileage 4,800, wireless, heater; £1,385.—Fuggie, Bushey Heath, Herts. 1695. (C2017)

£495—1946 October Daimler 2½-litre saloon, grey radio, 32,000 miles.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 8862. (C2077)

365 gns.—Daimler, 1959, 2½-litre saloon, black, sliding head, red leather, preslector, etc., as new, fully up to terms; exchanges.—Rowland Smith, below.

195 gns.—Daimler, New 15, 1957, 16.2hp four-door drop head coupe, leather, preslector, good condition; terms; exchanges.—Rowland Smith, below.

95 gns.—Daimler 15, 1935, sports saloon, sliding head, leather; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

£285—1938 Daimler 2-litre 6-light saloon, black, brown hide, exceptionally clean, £100 down. Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

£595—1947 Daimler 2½ de luxe saloon, speedometer reads 16,000, and vehicle looks and runs like it; 3 months' guarantee; hire purchase, exchanges.—Below.

LAMB'S Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

HUMPHREYS CARS, Ltd.—1949 Daimler 2½-litre saloon, one owner, good mechanical condition, needs repaint; special price £500.—28, Wigmore Place, W.2. Langham 1840. (1622)

1948 Daimler 2½-litre saloon black with red leather, loose cover, heaters, exceptionally well kept and maintained; £535.—Clarke & Simpson, Ltd., 49, Sloane Sq., S.W.1. Sloane 4727. (C1048)

1953 (Sept.) Daimler Conquest, grey with blue leather, 1900 miles only, indistinguishable from new; £1,325.—Stubbs' Garages, Ltd., Loughborough. Tel. 2225-6. (1624)

DAIMLER Empress 2½-litre saloon with overdrive, first registered October, 1950, with coachwork by Hooper, colour black with beige hide upholstery, fitted radio heater windscreen washers, speedometer reading 31,000, in excellent condition throughout; £2,250.

A. PPLEYD OF LEEDS, Ltd., Leeds, 7. Tel. 32731 (14 lines). (5930)

DAIMLER Empress 2½-litre saloon with overdrive, first registered May, 1951, with coachwork by Hooper, colour polychromatic blue with blue hide upholstery, fitted sliding head, radio, heater and windscreen washer, speedometer reading 4,124 miles, immaculate condition throughout; £2,995.

APPLEYD OF LEEDS, Ltd., Leeds, 7. Tel. 32731 (14 lines). (5929)

IMOOSINE, 1939, EL 24 partition, forward occcupative price.

IMOOSINE (outswep tall) 1937/32hp, seating six behind partition, leather upholstery, exceptional carriage, black, selection. £335. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4016/R)

XXX H. F. Edwards offer immediate cash for good Daimler cars.—Details, please, to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. (W2059)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER Daimler Spares and Service
Motors, 17, Abchurch Lane, E.C. 4, London
[0432]

ROOT ENGINEERING, Ltd.—Practical gear boxes,
exchanges and repairs.—189, Fulham Rd., E.W.3.
Kenington 7501. [0235/R]

CROYDON—Donald Vince & Co., Ltd., Daimler and
Lanchester specialists, for sales and service.—Kid-
derminster Rd., Croydon 5775. [0688]

DAIMLER-LANCHESTER specialists, service chassis
and coachwork repairs.—J. B. Tansworth & Co.,
Ltd., 30, Wilton Row, Belgrave Sq., S.W.1. [0105/R]

DAIMLER and Lanchester repairs, spares, gear boxes
& speciality, reasonable charges.—A. A. Titmus &
Co. (formerly with Daimler Co.), 81, Clapham Rd.,
S.W.3. Reliance 1647. [0666/R]

DELAGE

BROOKLANDS—Individuality, new and used cars.

1951 series Delage D.6 saloon, 9,000 miles.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1039]

!! Chipstead Motors, Ltd.—See our advertisement
under "Sports Cars." [C1046]

1939 D6-75 Delage sports saloon, superb, guaran-
teed, £420; payments.—Oldfield, 386, Ken-
sington High Street, W.14. Wes. 6531. [C5029]

Delage Spares and Service

SELBORNE, World Concessionaires, engines and body
repairs; parts supplied.—82, Park St., W.1. [0659/R]

DELAHAYE

!! Chipstead Motors, Ltd.—See our advertisement un-
der "Sports Cars." [C1046]

1951 Delahaye 135M courses, ex. show model.
£1,055.—Clayton's Cars (London), Ltd., 537,
Euston Rd., London, N.W.1. Tel. Euston 5238 (5 lines). [C1050]

GUY ALFRED & Co., Ltd.—1951 (October) Dela-
haye, M135, 1952 features, fitted magnificent
sedan drop head fourseater, 14,000 miles only, passed
by concessionaires; originally cost over £4,000, offered
at £1,585.—6-7, Warren St., W.1. Euston 3293. [C1005]

Delahaye Spares and Service

SELBORNE, World Concessionaires, engines and body
repairs; parts supplied.—82, Park St., W.1. [0660/R]

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distri-
butors for London and South-Eastern counties.—
83-85, East Dulwich Rd., London, S.E.22. New Cross
3704. [0610/R]

D.K.W.

D.K.W. cars!!

D.K.W. cars for sale!!

SIX beautiful specimen saloons and cabriolets, fully
guaranteed.

D.K.W. cars!! bought for cash, taken on sale or return,
no charges, as part exchange for new Ford, etc.

B. & M. GARAGES, Ltd., for new crankshafts, guaran-
teed for 12 months, at £25/10, sleeve blocks, £11;
new super German pistons at £2/8/6 each; clients' own
spares fitted as desired by skilled and trained D.K.W.
men.—B. & M. Garages, Ltd., 42a, St. Michael's St.,
W.2. Paddington 6877. [0016/R]

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crank-
shafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham
Junction. Est. 0871. [0006/R]

LARGEST importers of genuine D.K.W. spares;
write for Auto Union approved list of agents.
Motors, Hardman St., Liverpool. Royal 5141 (4 lines). [5606]

DODGE

DODGE super de luxe saloon, registration date
18.1.52, mileage recorded 12,000, one private owner
since imported, in immaculate condition; price £750.
NEWTON of Huddersfield, automobile distributors,
Huddersfield. Tel. Huddersfield 3311 (3 lines). [5365]

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine
service.—L. A. Mitchell (Motors), Ltd., 1, Balham
High Rd., London, S.W.12. Tel. Balham 2234. [0562/R]

FIAT

DICKS.

1938 Fiat 500 coupe, recent engine overhaul; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn.
Maida Vale 6988-9. [C1073]

S. & S. MOTORS—1938 Fiat 500cc hard top, above
average condition; £175.

S. & S. MOTORS—1939 500cc cabriolet, reconditioned
engine, registered; £200.

S. & S. MOTORS—1938 500cc cabriolet, excellent
mechanically, special wheels; £155.

S. & S. MOTORS—1938 cabriolet, recoloured red,
fully reconditioned engine, new hood, beautiful car,
3 months' guarantee; £195.—All above seen and demon-
strated at 165a, Westbourne Grove, W.11. Baywater
1644. [5976]

1954 Fiat 1100, latest type.—Anthony Crook,
Caterham 2232, Surrey. [C1063]

£145—Fiat 500 convertible coupe, 1937, black/
cream wheels, good order throughout.—
Prospect 1292. [0601]

1940 Fiat 500 4-seater convertible, recoloured,
new hood, battery, tyres; £225.—I. King
Henry's Rd., Epsom. [0650]

1939 Fiat 500 cabriolet, duo-brown, smart; £225.—
Richards & Carr, 35, Kinnerton St., London,
S.W.1. Sloane 5424. [C3045]

1938 Fiat 500 cabriolet, mechanically perfect,
superb condition throughout; £175.—Smith's
Car Sales, 3, High Rd., Balham 7628. [6170]

FIAT

MAYFAIR GARAGES, Ltd.—Over 10 used Fiats in
stock, all plainly price ticketed in our showrooms.
—Below.

MAYFAIR GARAGES, Ltd., illustrated priced litera-
ture and road test report on request.—Below.

MAYFAIR GARAGES, Ltd.—1947 model (reg. 1953)
500 de luxe hard top coupe, silver with maroon
upholstery, reconditioned engine 200 miles ago, smart
and economical car with outstanding road performance,
3 months' guarantee; £315.—Below.

MAYFAIR GARAGES, Ltd.—June, 1939, 500 2nd
series full 4-seater convertible saloon, black, red
leather, smart car in excellent condition throughout, 3
months' guarantee; £235.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de
luxe convertible coupe, bronze, Tysons loose
covers, bumpers, economical car with excellent road per-
formance, 3 months' guarantee; £235.—Below.

MAYFAIR GARAGES, Ltd.—September, 1938, 500
convertible coupe, maroon, red leather, excellent
condition throughout, 3 months' guarantee; £195.—
Below.

MAYFAIR GARAGES, Ltd.—Any car from our stock
can be fitted with Arnott supercharger, £30 extra.

MAYFAIR GARAGES, Ltd. (Flat Sales, Service, Re-
pairs, Renovations), Balderton St. (opp. Sel-
fridges main entrance), W.1. Mayfair 3104-5. Open
9-6. Sats. 9-1. [C3009]

1940 2nd series, convertible 500, reconditioned
engine, heater; £250.—Clairmonte Bros.,
Shanklin Rd., London, N.8. Mountview 5285. [C1056]

1937 Fiat 500 convertible coupe, really excellent
condition, R.A.C., A.A. examination; £165.—
Barn Cottage, Walberton, Arundel. Tel. Eastergate
367. [0606]

C. V. RUSHMER, Fiat specialist, offers 1954 new
"Eleven Hundred" show model, 5,000 miles, as
new, 80mph, 35mpg guaranteed, 1952 500 C Belvedere
station wagon, showroom condition, heater, guaranteed;
April 49 1100 saloon, one owner, superb example,
£285, guaranteed; 1939 500 coupe, £200, guaranteed.—
39, Holland Park, W.1. Park 5731. [C5061]

Fiat Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Fiat.—Hampstead (Tube), N.W.3. Ham
6041. [W4018/R]

S. & S. MOTORS, best prices paid for Fiat.—165a,
Westbourne Grove, W.11. Baywater 1644. [5875]

MAYFAIR GARAGES, Ltd.—Top cash prices for
Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R]

Fiat Spares and Service

FIAT 500 trouble!—Try B.D.J. (England), Ltd., 65,
Lowlands Rd., Harrow. Byron 6088. [0325/R]

S. & S. MOTORS, Fiat 500cc spare stockists, retail
and trade replacement service units.—165a, West-
bourne Grove, W.11. Bay. 1644. [0136/R]

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned,
exchange engines, pre- and post-war, £38; Fiat
repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1.
Mayfair 3104, open 9-6, Sats. 9-1. [0832/R]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole
importers for the United Kingdom, are only source
of genuine Fiat spares and service.—Tel. Perivale 5651.
"Grams" Fiat, Wembley [0909/R]

500, 1100, 1500 Fiat, full range of spares, recon-
ditioned bench tested engines, gearboxes, radiators,
dynamos, starters, distributors, in exchange; new
carburetors, exhaust systems, running boards, hoods;
stamp lat, reconditioning and servicing.—Derrington,
159-161, London Rd., Kingston 5621-2. [S1071]

FORD (8 h.p.)

RAYMOND WAY, The Hire Purchase Specialists.

1939 Ford 8 de luxe saloon, reconditioned engine
just fitted, coachwork and interior in excel-
lent condition, one change of ownership since new;
1999ms.

HIRE purchase terms on the spot with no references,
no formalities or guarantors; part exchange on your
present motor cycle or car; always 200 cars under
£400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6,
R. Maida Vale 6044, connecting all branches and de-
partments (Kilburn Park Station, Bakerloo line, 150
yards). [C4047]

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons
available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald,
Middlesex (Opp. Bus Depot). [0099/R]

W. J. BROWN, Ltd., established over 30 years, Used
Ford Specialists.

1953 Ford Anglia, black, 5,500 miles; £395.

1950 Ford Anglia, black, in beautiful condition;
£335.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1947 Anglia, new interior, excellent condition
throughout; £285.

MAGDALEN MOTORS, 511, Trinity Rd., Wande-
sworth Common Battersea 5573. [C3005]

1947 Ford Anglia saloons, choice of several, well
maintained and carrying over 3 months'
guarantee; from £355.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2. Gladstone 2234. [C3006]

1939 Ford 8 saloon, excellent condition; £165;
exchanges, terms.—Palmer's, 33, York St.,
Twickenham. Popesgrove 1890/7087. [C3034]

FORD (8 h.p.)

295ms.—Ford Anglia, late 1953, saloon, black,
heater, one owner, excellent condition; terms,
exchanges.—Rowland Smith, below.

69ms.—Ford 8, 1936, saloon, good tyres; terms; ex-
changes; lat; open 9-7 week-days and Saturdays.

—Rowland Smith, Hampstead (Hampstead Tube),
Hampstead 6041. [C4014]

£298—Ford 8 very special drop head fourseater
utility, reg. 1952, innumerable extras, very
distinctive little car; many others.

BENNETT'S, 1, Clarendon Rd., Holland Park, Lon-
don, W.11. Park 5066-7. 150yds Holland Park
Tube. Exchanges, b.p. [C1017]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1
and 8-14, Meard St., Soho, W.1. Langham 1594-5.

—1946-50 Ford Anglia saloons, low mileage, all guaran-
teed; also earlier models. [0578/R]

1946 (November) Anglia, black, new tyres, recon-
ditioned engine 1953, excellent condition,
£245; hire purchase, £85 down, £10/2/8 monthly;
exchanges.—A. S. Norrington 35-51, Hanger Lane,
W.5. Perivale 0530. [6178]

1939 Ford 8hp saloon, overhauled engine, very
good order throughout; £195, £65 deposit,
balance over 18 months; exchanges, insurance; 50 cars
in stock under cover; write for list.—Tulse Hill Motors,
Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill
7106, (195 bus from Stockwell Tube Station passes the
door). [6214]

PRIDE & CLARKE, Ltd.—1952 Ford Anglia saloon,
black/red leather, low mileage; £349; 1950 black/
brown, grey/brown or black/green leather, choice 3
from £309, 1949 black/brown or black/green leather,
choice 3 from £289; 1947, choice of several from £259;
1946 black/brown or black/red leather, choice 3 from
£219; 3 months' guarantee; terms, exchanges; lists.—
Stockwell Rd., S.W.9. Brixton 6251. [C3068]

Ford Eight Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Ford 8.—Hampstead (Tube), N.W.3. Ham
6041. [W4018/R]

FORD (10 h.p.)

W. HAROLD PERRY, Ltd., of 279, Ballards Lane,
N. Finchley, N.12, Tel. Hillside 4444, offer:—

1953 Ford Prefect saloon, colour black, with leather
upholstery, seat covers, heater, radio, 3 twin
spot lamps, and link mate, spotless condition, 11,000
miles, one owner, with guarantee; £475.

1953 Ford Prefect saloon, colour fawn with leather
upholstery, fitted loose covers, heater, radio, 3
twin spot and sunning roof, one owner, mileage 13,000;
£500.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N.
Finchley, N.12. Tel. Hillside 4444. [C3042]

CAR MART, Ltd.

1953 Ford Prefect saloon; £495.—Car Mart, Ltd.,
320, Euston Rd., N.W.1. Euston 1212. [C1039]

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons
available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald,
Middlesex (Opp. Bus Depot). [0100/R]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Prefect, fawn/red, extras, 2,800; £525

1953 Ford Prefect, black/brown, 6,800; £515.

1953 Ford Prefect, fawn/hide, many extras, 11,000;
£525.

56 Park Lane, W.1. Hyde Park, 4866; 374, Ealing
Rd. Alorton, Middx. Perivale 3588; and 6, 8
and 12, Sangley Rd., Catford, S.E.6. Hither Green
4821. [C1066]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Ford Prefect 4-door saloon, black, showroom
condition throughout, taxed; £310.—D. J.
Shepherd & Co. (Enfield), Ltd., 156, Hertford Rd.,
Enfield. Howard 1631. [N4009]

W. J. BROWN, Ltd., established over 30 years, Used
Ford Specialists.

1950 Ford Prefect, black, leather, one owner; £365.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

£375—1950 Ford Prefect 4-door saloon, spot-
less condition, choice 3.—Below.

£265—1944 Ford 10 saloon, excellent mechan-
ically and recently overhauled; 3 months'
guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd.,
N. Finchley, N.12. Finchley 6221. (East Finchley
Underground). [C2052]

£225—1941 Ford Prefect 10hp sports tourer; £75
down, below.

£85—1935 Ford 10 sports tourer, excellent runner,
bargain.—Bray Motors 180-184, West End
Lane, N.W.6. Hampstead 6490. [C1024]

£149—Ford 10 1937 model C 2-door sun roof
saloon, splendid condition.—Macaulay 1265,
East Putney, Tel. 4581. [C3010]

1951 saloon, black, leather, recon. engine, one
owner, 28,000 miles; £415.—Robbins, East
Putney, Tel. 4581. [C3010]

£315—1947 Ford Prefect saloon, black, loose
covers.—Haverstock Garage, Haverstock Hill,
N.W.3. Guilford 2662. [C2072]

1946 Ford Prefect 4-door saloon, black and red
leather; £275.—Gee Cars, Ltd., 60, Queens-
town Rd., S.W.9. Mac. 3563. [5831]

1946 Prefect saloon, black, an immaculate spec-
iment; £295 only.—Jack Pomer (Autos) 599,
Hendon Way, N.W.4. Hendon 1423-4. [5063]

E

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)
1951 Prefect saloon, leather upholstery, immaculate condition, ex-demonstration car. £395.—Lawton-Goodman, 36, North Audley St., W.1. (C2022)

ARTHUR & GOULD Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed. (0579/R)

WALTER SCOTT Ltd., 4950 Ford Prefect, black, low mileage, exceptional; £375.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. (C4006)

1953 Ford Prefect, one owner, 14,000 miles, spare unused, green with leather; £495.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 8456. (C1077)

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect saloon, colour beige, brown upholstery, nominal mileage, one owner only, as new; £445.—94, Ot. Portland St., W.1. Lan. 1343. (C4013)

365 gns.—Ford Prefect, November, 1949, saloon, leather, one owner, excellent condition; choice of 4 Prefects; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Ford Ten Cars Wanted
MARSTON MOTOR Co., Ltd., for Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (0179/R)

WHY accept less for your Ford Prefect saloon, 1946 to 1948, when you can get its full market value from **FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W3006)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

1946-7 Ford Prefect saloon wanted.—Gordon Wooderson, 48a, Drevstead Rd., S.W.16. Streatham 8638. (W4059)

FORD CONSUL

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Consul saloon, colour tawn with leather cloth upholstery and spot lamp, 4,000 miles, one owner. £655. (C3042)

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)

ALWAYS
Ford Consuls. A selection with a written guarantee and free after sales service at **NAYLOR & ROOT, Ltd.**, 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

PHILIP RICKARDS, Ltd., offer:—
1953 Ford Consul, 9,000 miles, grey, heater; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

AUTO SALES (LONDON), Ltd., offer:—
1953 Ford Consul, 4,000 miles only, leather, one owner; £640.—Auto Sales (London), Ltd., Beilstone Rd., N.W.6. Maida Vale 5555. (C4222)

COOMBS & SON (GUILDFORD), Ltd., offer:—
1953 Ford Consul, beige, red leather, heater, 8,000 miles, choice 2, 3 months' guarantee; hire purchase, exchanges. (C3057)

COOMBS & SON (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62507-9. (C3057)

DAGENHAM MOTORS, Ltd., Ford main dealers.
1953 Ford Consul convertible, blue, 1,300; £925. (C3025)

1953 Ford Consul saloon, black, radio and heater, 5,300; £650. (C3025)

56 Park Lane, W.1. Hyde Park, 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangle Rd., Catford, S.E.6. Hither Green 4821. (C1068)

W. J. BROWN, Ltd., established over 30 years, Used Ford Specialists.
1953 Ford Consul, black, leather, heater, 13,000 miles, one owner; £635. (C1025)

339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

1951 Ford Consul, heater, black; £535.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

£525!!!—1951 Ford Consul saloon de luxe, immaculate, choice 2, 3 months' guarantee; hire purchase, exchanges.
LAMBS Finchley Showrooms, 421-423, High Rd., N. Finchley, N.12. Finchley 6221. (East Finchley Underground) (C2052)

CONSUL 1953 black export model, right-hand drive, 5 months old, heater, loose covers, luggage rack, etc.; £670.—Walton-on-Thames 4897. (C3097)

1952 Ford Consul saloon, leather, heater, 16,000 miles only, one owner, immaculate condition; £575.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. (C3011)

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloon, blue/brown leather, 15,000 miles; radio, heater, one owner; £610; 3 months' guarantee; terms, exchanges; list.—237, Brixton Hill, S.W.2. Tel. 3664-5. (C3068)

525 gns.—Ford Consul, 1951, saloon, leather, radio, heater, one owner, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Ford Consul Cars Wanted
R **ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD ZEPHYR

ALWAYS
Ford Zephyrs. A selection with a written guarantee and free after sales service at **NAYLOR & ROOT, Ltd.**, 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

H.W. MOTORS, Ltd., offer:—
1953 Ford Zephyr, black, red leather, fitted heater, radio and Underseal guaranteed 6,000 miles; £695.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C2042)

H. A. SAUNDERS, Ltd., offer:—
1953 Ford Zephyr saloon, black/red upholstery, radio, heater, recorded mileage 9,300; £675. 836—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

GLANFIELD LAWRENCE offer:—
1952 (October) Ford Zephyr saloon, one owner, 13,000 miles, leather, in magnificent and unmarked condition throughout; £615.—407, High Rd., N.12 Finchley 6091. (C3053)

BRADSTOCK MOTORS, Ltd., offer:—
£685—1953 Ford Zephyr, Dorchester grey, red leather, fitted radio, heater, one titled owner, 7,000 miles only, whole car as new.—Chase Rd., Epsom, Tel. 635. (C1090)

AUTO SALES (LONDON), Ltd., offer:—
1953 Ford Zephyr, Dorchester grey, red leather, heater, one owner, 14,000 miles only; £650.—Auto Sales (London), Ltd., Beilstone Rd., N.W.6. Maida Vale 5555. (C4221)

ALLAN TAYLOR MOTORS, Ltd., offer:—
1953 Ford Zephyr, radio, heater, 2,700 miles; £750. (C3025)

HIGH St., Wandsworth, S.W.18. Tel. Vandyk 4433 (5 lines). (C1192)

NORTHERN MOTORS OF HARROW offer:—
£585!!! Superb Ford Zephyr, one owner, fitted radio, heater, leather upholstery, screenwashers, low mileage, absolutely unmarked.—186-194, Pinner Rd., Harrow 4444. (C3025)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.
1953 Zephyr with radio and heater; £675. (C3025)

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7905 (5 lines). (C1008)

DAGENHAM MOTORS, Ltd., Ford main dealers.
1953 Ford Zephyr, grey, radio and heater, 9,000; 1953 Ford Zephyr, black/red, heater, 12,000; £650. (C1068)

56 Park Lane, W.1. Hyde Park, 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangle Rd., Catford, S.E.6. Hither Green 4821. (C1068)

1953 Zephyr, 5,000 miles, leather, heater, green, as new; £665.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. (C2037)

1953 (March) Zephyr, 8,000 miles, Dorchester grey, red leather, radio, heater, beautiful condition; £675.—Morris, Epsom 7612. (C3025)

1953 Ford Zephyr, radio and heater, immaculate car; £695.—J.P.'s Service Garage, 144, London Rd., Kingston-on-Thames, Tel. 1185. (C1016)

1953 (July) Ford Zephyr 6, grey/red leather, fitted covers, radio, heater, spot lamps and many extras; mileage only 6,000, taxed, insured; reasonable offer accepted.—Tel. Worthing 2631 or write, Box 3118, 904. (C1112)

1952 (Sept.) Zephyr saloon, fitted radio, heater, one owner, loose covers, immaculate condition, guaranteed; £595; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. (C3054)

£645—1953 model Zephyr, black, red leather interior, heater, wing mirrors, loose covers, front arm rest, 10,000 miles only, a most beautiful example.—Eim Autosales, 68, Hatfield Rd., Wimbledon, S.W.19. Wimbledon 4825. (C2067)

625 gns.—Ford Zephyr, November, 1952, saloon, leather, heater, one owner, small mileage, spare unused, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

PRIDE & CLARKE, Ltd.—1953 Ford Zephyr saloon, green/brown leather, 8,000 miles, one owner, extras, £669; 1953 models in black/red (16,000 miles), or blue/grey (8,000 miles), leather, heater, one owner, choice two from £629; 3 months' guarantee; terms, exchanges; list.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Ford Zephyr Cars Wanted
R **REALLY good Ford Zephyr required**—Stradling, 30, Harley House, London, N.W.1. (W1086)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FULL value paid for Zephyr or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

FORD (V.8)

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—
1949 Ford Pilot saloon, colour black with brown upholstery, fitted loose covers, link mats, radio twin spot lamps, one owner, nice car; £400. (C3092)

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3092)

1949 Ford Pilot saloon, black, brown hide, radio, heater, covers; £375.—Middlesex Motors, Harrow 0022. (C229)

FORD (V.8)

CAR MART, Ltd.
1951 Ford Pilot saloon, radio, heater; £435.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C1039)

SCOTT CARS offer:—
1951 Ford Pilot, one owner, bargain; £385. (C4016)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C4016)

GATEHOUSE offer:—
1950 Ford Pilot saloon, blue, blue leather, immaculate; £395.—Gatehouse Motors, Ltd., Highgate Village London N.6. Tel. Mountview 4444. (C2021)

COACHCRAFT offer:—
£365 o.n.o.—1951 Pilot, one owner, low mileage, heater, and exceptionally well kept car, taxed; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6359. (C1053)

MAYFAIR COUNTRY CARS offer:—
1950 Pilot, fitted radio and heater, excellent condition throughout; £375; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. (C3009)

PETER BANTOCK CAR SALES offer:—
1950 Ford Pilot, black/brown leather, heater, small mileage; £395.—104, High Rd., Chiswick 2725/5970. (C1014)

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6366. Offer:—
1948 (Oct.) Ford Pilot sal., black, brown leather, heater, H.M.V. radio; this car is in exceptional condition, serviced and guaranteed; £365. (C2052)

SERVICE WORKS & STORES—Barnside Yard, off Elgin Ave., W.3. Cunningham 5936. (C2010)

£185!!!—1938 (reg.) Ford V.8 saloon de luxe, excellent condition throughout; 3 months' guarantee; hire purchase, exchanges. (C2052)

LAMBS Finchley Showrooms, 421-423, High Rd., N. Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1951 model Pilot saloon, radio, heater, leather, one owner; £385.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

395 gns.—Ford V.8 Pilot 1950 saloon, black/brown leather, heater, radio, excellent condition; terms; exchanges.—Rowland Smith, below. (C4018)

165 gns.—Ford V.8, 1939, 22hp saloon, leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

CASE'S MOTOR MART—1950 Ford Pilot saloon, black leather, genuine 17,000 miles; £365; screenwashers.—5, Warren St., W.1. Euston 3523. (C1040)

1949 Ford Pilot saloon, excellent condition; £350; terms, exchanges.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604. (C3017)

FORD V.8 30hp model 78 saloon, reg. 11/4/39, black, brown leather, reconditioned engine, Solex carburetor, excellent condition; £215. (C3025)

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4400. (C3023)

1949 Ford Pilot saloon, radio, heater; bargain £385; 3 months' guarantee; terms and exchanges. (C4054)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1938 Ford V.8 81A 4-door saloon, fitted radio, immaculate order; £185; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122 (opp. G.P.O.). (C3055)

1950 Ford V.8 Pilot saloon, black, beautifully maintained, replacement engine, brakes re-lined recently, heater; £355.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Tel. well 8692. (C2019)

91A V.8, July, 1939, black, brown hide, two owners since new, very low mileage, coachwork and interior unmarked; £295; terms, exchanges.—J. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. (C3031)

Ford V.8 Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

AMERICAN FORD
SIMPSON'S offer:—
RHD 1947 Ford saloon, 4-door, heater, black, moderate mileage. (C4015)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 3903. (C4015)

ON all matters of sale, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 60, West Rd., Brentford, Tel. Ealing 4506/9. (0748/R)

UTILITY—FORD OR OTHER BODIES
285 gns.—Ford utility, 1949 Ford, 8hp Martin Walter 120cc, beige, fold-down rear seating, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Ford Miscellaneous Cars Wanted
R **ROWLAND SMITH'S, the Car Buyers**, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Ford Spares and Service
FRANK Q. GATZ, Ltd., High Rd., Woodford Green (Tel. Waltham 2233), main Ford dealers, service and all spares. (0095/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service
ALLAN TAYLOR (MOTORS), Ltd.

HIGH ST., Wandsworth, S.W.18.
MAIN Ford dealers.
LARGE stock of genuine Ford parts.
VANDYKE 4435 (5 lines).

VERTICAL magnetos; special offer to Ford 8 and 10 owners; brand new condition B.T.H. with built-in auto-advance, complete leads; £6; carr. paid; c.w.o. to—Parkes Autos, Buckholt, nr. Monmouth. [6127]

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Deagenham, Rainham 770 (8 lines). Also 66, High St., East Ham S.8, Grangeview 1130. [S3065/R]

Frazer Nash Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube) N.W.3. Ham 6041. [W4018/R]

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars". [C3041/R]

265 gns.—Frazer Nash-B.M.W., 1939, 2-litre type 330 Contin. sports saloon, l.h.d., good condition; terms; exchanges.—Rowland Smith, Hampstead 6041. [C3041/R]

175 gns.—Frazer Nash-B.M.W., 1936, 2-litre type 45 convertible saloon, leather, very good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1938 Frazer Nash-B.M.W. type 526 saloon, just reconditioned, in excellent mechanical condition and overhauled by works; £425.—Page Motors, Ltd., Epsom 9891. [C6207]

FRAZER NASH-B.M.W. 328/80 O.P. Roadster 2-seater, B.R.G., first registered 1947, 30,000 miles only; £525.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3450. [6160]

Frazer Nash-B.M.W. Cars Wanted
BARTLETT will pay more for good Frazer Nash-B.M.W.s.—27a, Pembroke Villas, W.11. Bayswater 0528. [W1015]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

HEALEY

JACK ROSE, Ltd., offer:—

1953 Austin-Healey 100 sports 2-seater, in blue, as brand new; £1,045.

1951 Healey Tickford close-coupled sports saloon, a beautiful car in grey and red leather, small mileage, almost unmarked; £850.—Staford Rd., Wallington, Surrey. Wallington 6677. [C3056]

B. J. HUNTER, Ltd., offer:—

1949 Healey 2½-litre sports saloon, most attractive and fast car; £575.

1947 Healey 2½-litre sports 2-seater, over 100mph, attractive; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. [C2040]

CLAND & TABOR, Ltd., Welwyn By-pass, Herts. A. Welwyn 481-2-3, offer:—

1951 (Nov.) '50 Healey Abbott drop head coupe, finished ivory and black, beige leather, radio, heater, new engine recently fitted, superb car throughout; £675. [C1001]

BARTLETT—Healey Elliott saloon, exceptional condition; £695.—27a, Pembroke Villas, W.11. [C1013]

BROOKLANDS—Gola Concessionaires, Healey, stock new 4-seater saloon, coupe and convertible 3-seater. Healey Abbott drop head coupe.

1952 Healey Tickford saloon, excellent.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 3331-5. [C1029]

ROSE & YOUNG, Ltd., offer: 1950 Healey Silverstone E-type 2-seater, exceptional condition; £535.—69-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

1953 (September) Austin Healey, one owner, 2,500 miles, heater, Flamethrower spot lamp; £1,045.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [S3045]

£666!!! Healey specially built sports saloon, full 4-seater, with magnificent performance and looks: one of the finest and prettiest models we have had, costing over £2,000, irreplaceable value; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, L 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C3052]

SILVERSTONE wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W3018]

1948 49 roadster.—D. B. Corlett, 1, Crosshall St., Liverpool, L. Central 1675 (daytime). [3885]

RICHARDS & CARR, buy Healeys.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Kelling 8641. [W3041]

BARTLETT will pay more for good Healeys.—27a, Pembroke Villas, W.11. Bayswater 0523. [W1015]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube) N.W.3. Ham 6041. [W4018/R]

CLAND & TABOR, Ltd., Welwyn By-pass, Herts. A. Welwyn 481-2-3, urgently require Healey Elliott and Tickford saloons, also Abbott drop head coupes.

W1001

HILLMAN 10

ALWAYS
HILLMAN Minx. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

CAR MART, Ltd.

1952 Hillman Minx Phase V coupe; £595.—Car Ealing 6000. Mart, Ltd., 1, Uxbridge Rd., Ealing, W.5. [C1059]

GLANFIELD LAWRENCE offer:—

1952 Hillman Minx saloon, grey, one owner, £126 worth of extras fitted, completely as new; £590.—407, High St., N.12. Finchley 9291. [C3055]

WARWICK WRIGHT Ltd., offer:—

1953 Hillman Minx Mark VI convertible coupe, black, 10,000 miles; £695.

1953 Hillman Estate Car, moorland grey, 17,000 miles; £675.

1953 Hillman Minx Mark VI saloon, black, 4,000 miles; £625.

1952 Hillman Minx Mark V saloon, black, 24,000 miles; £550.

WARWICK WRIGHT Ltd., 150, New Bond St. W.1. Mayfair 9751. [C3045]

AUTO SALES (LONDON), Ltd., offer:—

1952 Hillman Minx phase 5 saloon, nominal mileage, grey, red interior, immaculate condition throughout; £545.—Auto Sales (London), Ltd., Belgrave Rd., N.W.6. Maids Vale 5555. [6205]

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 (November) Hillman Minx saloon, one owner, fitted radio and heater, mileage 12,500; £585.

A LSO 1952 Hillman Minx saloon, one owner, A heater and taxed; £575.

A LSO 1950 Hillman Minx saloon, black, red leather, in immaculate condition throughout; £465.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [C2034]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers, offer:—

1947 Minx saloon; £575.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7605 (5 lines). [C1008]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1953 (May) Hillman Minx Mark VI anniversary saloon, black, red upholstery, low mileage, exceptional condition from £595.

PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [C3044]

REGENT SERVICE GARAGE, Hillman specialists.

1948 Estate Car, as new; £385.

1947 Hillman saloon, perfect; £325.

H. P. and exchanges.—291/3, Ballards Lane, Nr. Tally Ho, Finchley, N.12. Hillside 4011 and 4405. [6184]

1950 Hillman Minx, black, red leather, heater; bargain, £435.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield, Tel. Enfield 5150. [C1075]

1948 Hillman Minx Phase II saloon, guaranteed; £325.—Below.

1941 Minx saloon, guaranteed; £245.—Below.

1939 Minx saloon, guaranteed; £155; payments.—Oldfield, 356, Kensington High St., W.14. [C3029]

£425!!!—1948 Hillman 10 drop head coupe, this vehicle looks and runs like new.—Below.

£345!!!—1947 Hillman 10 saloon de luxe, one of these beautiful vehicles immaculately maintained, also choice drop head coupe; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, L 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1947 Hillman 10 d/h coupe, outstanding; £335.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

£298.—Hillman 10 1946 4-dr. sln., interior and bodywork excellent, tip-top performance, excellent tyres, choice 5, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yrs. Holland Park Tube). Exchanges, h.p. [C1017]

545 gns.—Hillman Minx, 1952 series, phase V saloon, heater, one owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Hillman Minx, 1947 four-door drop head coupe, leather, good tyres, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£495.—1950 Hillman estate car immaculate; £165 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

£525.—1951 phase IV Hillman Minx saloon, grey with red leather, speedometer reading 17,000 miles, in good all-round condition.

£325.—1947 Hillman Minx drop head coupe, black with brown leather, low mileage, in beautiful all-round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1951 Hillman Minx saloon, black with brown leather, very well maintained; £495.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C3022]

1953 (October) Californian saloon, ivory/black, red leather, one owner, 6,000 miles, radio, heater; offers.—High Beech Vicarage, Loughton, Essex. Loughton 791. [6058]

ESTATE Car 1954 Hillman Mark VII fitted heater, colour golden sand, 600 miles only; £735.—E.M.A., Ltd., Rootes Group Distributors, Tudor House, Grove Rd., South, Southsea, Portsmouth 2168. [6156]

HILLMAN 10

1950/51 (November, 1950) Minx coupe, 29,000 miles one owner only, regularly serviced by Hillman dealers; £450.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [C3011]

1950 (Oct.) Minx drop head coupe, blue, low mileage, nice condition throughout; £475; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4468. [C5016]

HILLMAN Minx 1949 grey sunshine saloon, privately owned, reconditioned engine Nov./53, new battery Jan./54, coachwork and upholstery in excellent condition; £450; view by appointment.—11, Gunnersbury Ave., Ealing Common, W.5. Acorn 0466. [6076]

1939 Hillman Minx 10hp saloon, very good engine, excellent tyres and battery; £195, or £65 deposit, balance over 18 months, exchanges, insurance, 50 cars in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7706. (195 bus from Stockwell Tube Station passes the door). [6216]

PRIDE & CLARKE, Ltd.—1953 Hillman Minx Phase VI saloons, black/red leather, 6,000 miles, heater, one owner, extras, choice of 2, £629; 1953 Phase VI black/beige leather, 10,000 miles, one owner, £599; 1951 saloons, black/brown or grey/red leather, heater, one owner, choice three from £439; 1949 beige/red, beige/beige or fawn/red leather, choice three from £399; three months' guarantee; terms, exchanges, list.—Stockwell Rd., S.W.3. Brixton 6251. [C3068]

HILLMAN 14

1940 Hillman 14 de luxe saloon, taxed, recommended; £235.—Pangbourne Garage, Arragon Rd., Twickenham. Pop. 1960. [6050]

Hillman Cars Wanted

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S
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube) N.W.3. Ham 6041. [W4018/R]

R
ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 5533.)

CANTERBURY.—(Canterbury 3252.)

WROTHAM Heath.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C106/R]

E.M.A., Ltd., Grove Rd., Southsea, Portsmouth 2168. [S307]

HILLMAN Minx post-war urgently required.—6, Radmorton Mews, W.1. [W2066]

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [C008/R]

XXX H. F. Edwards offer immediate cash for good Hillman cars.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

NOTTINGHAMSHIRE distributors Number Hillman always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. [C1052/R]

Hillman Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [C0224]

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, rebodying and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [C0676/R]

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albons Garage, Ltd., 195-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [C0458/R]

HOTCHKISS

CLAND & TABOR, Ltd., Welwyn By-pass, Herts. A. Welwyn 481-2-3, offer:—

1950 Hotchkiss 3½-litre Paris-Nice saloon, finished black with grey upholstery, Cotal electric gear box, condition as new; £875. [C1001]

1939 Hotchkiss Paris-Nice sports saloon; £500.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2028]

BARTLETT—Hotchkiss 1949 late sports saloon, radio, heater, etc., one owner; £695.—27a, Pembroke Villas, W.11. [C1013]

H.R.G.

1948 (June) H.R.G. 1½-litre 2-seater, immaculate condition engineer owned; cost £1,300; accept £385.—Corner Garage, Gorton St., Blackpool. Tel. 26838 (after 7 p.m. 51316). [6227]

H.R.G., single-seater, racing Lea-Francis engine, close-ratio Wilson box, Girling brakes, easily converted to road use, first-class mechanical; £150 or offer.—Edwards, Rutland House, Bicester. Tel. 501. [C2098]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

H.R.G. Cars Wanted
PRIVATE purchaser requires post-war 1100-1500 H.R.G. for spot cash.—Box 5125. [6121]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H.R.G. Spares and Service
CHARLES POLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R]

HUDSON

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, The Hire-Purchase specialists.

1937-8 Hudson Terraplane 17hp de luxe saloon, in very reasonable condition for its age, roomy and economical; 159gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

CAR MART, Ltd.

1947 Hudson 22hp saloon, heater; £675.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039]

£135—1938 Hudson 22hp 4-door saloon; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1034]

£275/11—1938 Hudson 17 de luxe saloon, specimen condition throughout and bargain price; 3 months guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

Hudson Spares and Service

MANCHESTER—Hudson spares and repairs.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R]

MANCHESTER—Distributors of Hudson cars; large stock of spares; repairs and overhauls.—Ardwick 4351/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0517/R]

HUMBER

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, The Hire-Purchase specialists.

1937 Hummer 18 long chassis saloon, coachwork and interior in sound condition, excellent mechanical order, ideal hire car; 159gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station Bakerloo line, 150 yards). [C4047]

BOON & PORTER, Ltd.

1952 Series, saloon, black, radio, heater, one owner, 28,000 miles, exceptional; £645.—Castellau, S.W.13 (By Hammersmith Bridge), Riverside 4444. [C1022]

TOM GARNER, Ltd., offer:—

1953 Hummer Hawk Mark V saloon, gun with red leather, heater, radio, 5,000 miles only; £875.

1952 Hummer Super Snipe Mark III saloon, steel grey with red leather, 9,000 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Flacktriars 9265-6-7. [C2020]

B. J. HUNTER, Ltd., offer:—

1951 Hummer Super Snipe saloon, positively unmarked; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

WARWICK WRIGHT, Ltd., offer:—

1951 Hummer Pullman limousine (7-passenger), black with brown hide upholstery to front and rear, fitted radio and heater, 6,000 miles; £1,395.

1953 Hummer Super Snipe Mark V saloon, radio and heater, black, 7,000 miles; £1,225.

1952 Hummer Super Snipe Mark III saloon, satin bronze, heater, 6,000 miles; £875.

1952 Hummer Hawk Mark IV saloon, heater, satin bronze, 4,000 miles; £795.

1953 Hummer Hawk Mark V saloon, black, 3,000 miles; £875.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 970. [C4045]

GUY SALMON AUTOMOBILES offer:—

1952 Hummer Hawk saloon, green/red leather, 19,000 miles, extremely good condition; £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers.

If you are interested in the purchase of a used Hummer we offer only specimen cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of Hawks, Snipes and Pullmans from £650 to £1,350; trade enquiries welcomed.—609, Kenton Rd., Harrow. Wordsworth 7805. [C1008]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Hummer Super Snipe, grey and grey leather, radio, heater, etc., 12,000 miles; £700.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1087]

£475—Hawk, 28,000 miles, chauffeur driven, '49.

—Valentine 4674 after 6. [C2018]

1951 16hp Hawk, bronze, heater, one careful owner; £575.—Campbell Symonds, Wembley 6362. [C1037]

1949 (May) Hummer Super Snipe saloon, grey, one owner, total mileage 26,000, in excellent order throughout; £450.

L. YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.E. Mountview 4401. [C2058]

1951 Hummer Hawk Mark IV saloon, in very nice condition, radio; £645.—Gordon Wooderson, 48a, Drestead Rd., S.W.16. Streatham 8638. [C4059]

1951 Hummer Hawk, black with red leather, one owner, 5,000 miles, excellent order; £650.—Haskins, Ladbroke 1155. [C3027]

1951 Hummer Pullman limousine, reg. Dec. 1950, one owner, one chauffeur-driven, superb condition throughout; £975.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8533. [C4060]

1948 Hummer Hawk saloon, one owner, clean.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W. X. 2760. [3291]

HUMBER Super Snipe saloon, 1952 model, excellent order, mileage 23,000; £750.—James Ross & Sons (Motors), Ltd., Lochrin, Edinburgh. [6025]

SHOOTING brake, registered 1947, super snipe magnificent body, excellent throughout; £175.—St. Leonard's Garage, Ringwood, Hants. Tel. 682. [6120]

CAMDEN MOTORS, for Limousines.—The largest selection in the country, over 60 in stock.—See full page advert, page 47 in this issue. [C1035]

1950 Super Snipe, black, heater, 22,000, really beautiful; £645.—Kirkwood Cars, 78, Stratford Hill, S.W.2. Tulse Hill 1388. [C203]

HUMPHREYS CARS, Ltd.—1949 Hummer Super Snipe black saloon, radio, heater, loose covers, good tyres; £410.—24, Wigmore Place, W.1. Langham 1840. [6223]

1950 Hummer Snipe de luxe saloon, regularly serviced, outstandingly clean; £495.—Steele Griffiths, London, E.R.5. Rodney 2201-6; Brixton 7354. [6033]

GUY ALFRED & Co., Ltd.—1939 Hummer Pullman limousine, one private owner, Viscount; outstanding order.—6-7, Warren St., W.1. Euston 3268. [C1005]

1950 Hummer Super Snipe saloon, black with brown leather, chauffeur maintained; £550.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022]

1951 Hummer Hawk saloon, black with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022/1]

HUMBER Hawk, black, works reconditioned engine 6,000 miles, splendid vehicle; £325.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1953 (latest type) Hummer Super Snipe saloon, fitted radio with dual speakers, heater, loose covers, 5,000 miles only, absolutely as new; £1,120.—Harry Martin, 23, Devonshire Place Mews, W.1. [6206]

REAL opportunity!!! 1952 (Aug.) Hummer Super Snipe, immaculate condition, one owner, heater, 18,000 miles; £695/11.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1954 model Hummer Hawk, grey with red interior, 2,000 miles only, cost £1,000; will accept £925.—Northgate Motors, 2, Rock St., Oldham. Tel. Oldham Main 6371. [5945]

1952 (October) Hummer Pullman fitted with Tickford estate type body green, natural, real hide upholstery, one owner, 18,000 miles, ex. cond., radio; £950.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4069]

575gns.—Hummer Hawk, 1951 model Mark IV saloon, sliding head, leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

445gns.—Hummer Super Snipe, 1949 saloon, sliding head, leather, radio, heater, good tyres, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041. [C4018]

1951 Hummer Pullman limousine, reg. Dec. 1950, chauffeur driven since new, fitted with heaters, radio and fog lamps, in beautiful condition throughout; £995.

BEDFORD MOTOR WORKS, Ltd., 85/87, Dulwich Rd., London, S.E.24. Brixton 4242. [6019]

1953 Super Snipe, one owner, radio, heater, demisters, Ace Rimbellishers, superb car; £1,045.—Richards & Carr, 35, Kinnerton St., London S.W.1. Sloane 5424. [3045]

1946 June, Hummer Pullman 7-seater limousine, black with brown leather, privately owned, immaculate condition; £675.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

ROSE & YOUNG, Ltd., offer: 1952 Hummer Super Snipe saloon, 12,000 miles only, fitted radio and heater, black; £675.—85-88, St. John's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

HUMBER

TANKARD & SMITH, Ltd., offer 1951 series Hummer Hawk Mk. IV, black/red leather, one owner, reconditioned engine, being fitted, excellent condition throughout; £625; three months' written guarantee.—194-198, King's Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C3026]

XXX Quite immaculate 1952 (June) Hummer Snipe Phase III saloon, black with red leather, heater, beautifully maintained one-owner car, written guarantee; £745; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2008]

A & S LIMOUSINE Specialists—offer unique range selected low mileage carefully maintained carriages—mechanical guarantee certificate.

LIMOUSINE, modern 24hp, partition, forward occasionals, leather throughout, genuine mileage 31,000, 1952-condition, privately owned, magnificent specimen.

LIMOUSINE, 1947, mitted edge Pullman, partition, L forward occasionals, black, meticulously maintained, reasonable mileage, private, bargain value.

LIMOUSINES, extensive range 1949/1950, partition, L forward occasionals, leather also cloth upholstery, radio, heater, obviously low mileages, certified mechanically, showroom condition.

LIMOUSINES, 1951/52, Pullmans also Imperials, forward occasionals, leather also cloth, heater, radio, carefully maintained carriages, mileage 10,000, competitive prices, detailed lists post. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2241. [C1006]

Humber Cars Wanted

R. ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 8411.)

ROCHESTER—(Chatham 2231.)

WROTHAM HEATH—(Borough Green 4.)

MAIDSTONE—(Maidstone 3533.)

MANCHESTER—129, Deansgate (Blackfriars 6677.)

CANTERBURY—(Canterbury 3252.)

R. ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

E.M.A., Ltd., Grove Rd., Southsea. Portsmouth 2168. [5308]

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R]

FULL value paid for Humber or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

XXX H. F. Edwards offer immediate cash for good Humber cars.—Details, please, to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. [0086/R]

CRIpps, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars. —R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Tel. 46381. [0653/R]

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2241. [W1006]

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Upduns 3637. See advt. under Parts & Accessories. [C398/R]

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843.)

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NORTHAMPTON (Northampton 907.)

CAMBERLEY (Camberley 77.)

HOUNSLOW (Hounslow 3454.)

FINCHLEY (Finchley 0061.)

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Guliver 4141.)

HENLYS, Ltd., England's Leading Motor Agents. [0027/R]

DICKS.

1946 Jaguar 1½-litre saloon, special equipment model; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. [C1072]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A CRES offer:—

1951 XK120, pillarbox red, ex-company director's car, never been raced; £825.
A CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macculay 2211-3. [C1002]

B. J. HUNTER, Ltd., offer:—

1951 Jaguar XK 120 2-seater, £270 modifications, unmarked; £895.
B. J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

TOM GARNER, Ltd., offer:—

1953-4 Jaguar XK120 convertible, grey with red leather, radio, etc., 1,500 miles only; £1,435.
TOM GARNER, Ltd., 10-12, Peter St., Lancaster, 2, Blackfriars 5265-6-7. [C2030]

ROSE & YOUNG, Ltd., offer:—

1952 Jaguar Mark VII saloon, low mileage, immaculate condition; £1,095.
1951 (September) Jaguar Mark VII saloon, low mileage, black; £995—65-69, Sternhold Ave. Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tel. H 464. [C2057]

H. BEART & Co., Ltd., offer:—

1951 Jaguar XK120 2-seater, finished in ivory with red and beige leather, supplied and serviced by us since new, and beautifully maintained by one fastidious owner, full details on request; £895—109, London Rd., Kingston-on-Thames. Tel. 3349. [C1091]

HAROLD SIMONS, Ltd., offer:—

1950 Jaguar Mark V saloon, grey, brown hide, sun roof, a superb car throughout; £745.—Below.
1947 Jaguar 1½ saloon, black, lawn leather, sun roof, good appearance and mechanical condition, £465; each 3 months' written guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd. 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065]

PHILIP RICKARDS, Ltd., offer:—

1953 Jaguar Mk. VII saloon, grey, 3,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

WARWICK WRIGHT, Ltd., offer:—

1953 Jaguar Mark VII saloon, black, heater, 2,000 miles; £1,095, H.M.V. radio, grey/red leather.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:—

1953 (July) Jaguar XK120 sports 2-seater, twin exhaust, p.d.e., H.M.V. radio, grey/red leather, total mileage 1,500, positively indistinguishable from new; £1,350.
1952 Jaguar Mark VII saloon, grey/grey leather, 18,000 miles, faultless condition; £1,175.
1951 Jaguar Mark V coupe, metallic grey/blue leather, 22,000 miles, superb condition; £895.
1951 Jaguar Mark V saloon, black/beige leather, 16,000 miles; this car can only be described as faultless throughout, and for smoothness and silence of running can have few equals short of a brand new car; £895.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

PETER BANTOCK CAR SALES offer:—

1950 Jaguar Mark V saloon, one owner, 22,000 miles, fitted with all possible accessories; £795—104, High Rd., Chiswick 2725/5870. [C1014]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1938 ¾-litre, £165.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar XK120, black with beige leather, total mileage 27,000, in exceptionally good condition throughout; £900.
1950 Jaguar XK120, black with beige leather, mileage 21,000, in excellent condition; £895.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

BROOKLANDS: Individuality, new and used cars.

1952 Jaguar XK120 open 2-seater, special works modifications; cost £2,200; price £1,275.
BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8851-6. [C1029]

JAGUAR 1½-litre, 1946, one owner-driver, 28,000 miles; £425.—Tel. Henley-on-Thames 146. [5958]

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—

1950 Jaguar Mark V saloon, suede green, green leather, radio and heater, bodywork unmarked, serviced, written 3 months' guarantee; £745.
SERVICE WORKS and Stores—Bernadale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

1946 ¾-litre Jaguar saloon, excellent condition throughout; £355.

X.1. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060]

CAMDEN MOTORS, for Jaguars.—Full range of all models.—See full page advert page 47 this issue. [C1035]

1953 Jaguar Mark VII saloon, 2,000 carefully driven miles, in as new condition, numerous extras; price £1,375.

1952 Jaguar Mark VII saloon, 20,000 miles, fitted 8-1 compressing, a specimen car; price £1,225.

NEWTON OF HUDDERSFIELD, Automobile Distributors Huddersfield. Tel. Huddersfield 8311 (3 lines). [5369]

JAGUAR

1953 February Jaguar Mark VII saloon, 6,900 miles.—Weybridge 600. [C4088]

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—109, London Rd., Kingston, Tel. Kin 3348. [C0217/B]

£1045.—1951 (August) Jaguar Mark VII saloon, grey, grey leather upholstery, recorded mileage 17,000, fitted heater and radio.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

375 cma.—Jaguar, 1947, ¾-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.
145 cma.—Jaguar, 1950, ¾-litre saloon, sliding head, leather, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead), Hampstead 6041. [C4018]

£495.—1948 Jaguar ¾-litre saloon, magnificent specimen condition, whole car looks and runs like brand new.—Below.
£495.—1948 Jaguar 1½ de luxe saloon, bodywork like new, interior spotless; choice of 2.—Below.
£295.—1950 Jaguar ¾-litre saloon, looks and runs as well as 1948 model advertised above.—Below.
£295.—1950 Jaguar ¾-litre drop head coupe, excellent vehicle, recently overhauled; at bargain price; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1951 Jaguar Mark V ¾-litre drop head coupe, heater, beautiful condition; £845.—Ralph Davis, Ltd., Potters Bar 2371. [5019]

1949 Sept. Mark V Jaguar, black, brown leather, 32,000 miles only, as new; £675.—Cyril Sheppard, of Reading. Sonning 2345. [5036]

1939 ¾-litre Jaguar, excellent condition throughout, many extras; £335.—Jacquer, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 5677-8. [C2045]

1940 Jaguar 1½-litre saloon, two-tone grey, engine overhauled, brakes relined, undeniable bargain; £315.—Below.
1947 Jaguar 1½ saloon, black, recent overhaul, real nice order throughout; £415.—Rowland Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

1947 ¾-litre Jaguar, excellent condition throughout; £325.—Smiths Car Sales, 3, High Rd., Braham 7626. [6171]

1950 (December) XK120, ivory, beige, low mileage, immaculate, taxed; £865.—Friary Motors, Old Windsor. Windsor 2002. [6162]

XK120 1951 model sports, cream with red leather, as new, no modifications; £850 o.n.o.—Tel. Birmingham South 3018. [6141]

1949 Jaguar Mark V, superb condition; £625.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C5057]

1950 Jaguar Mark V ¾-litre saloon, low mileage, grey, red upholstery nearly new tyres, a superb car; £800.—Tel. 237 Dodington. [6054]

1948 Jaguar 1½-litre S.E. saloon, lavender grey, delightful car; £515.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wuxlow 2643. [C2057]

1951 XK120, all modifications, in excellent condition throughout; £775.—Lotts & Co., 56, Lancaster Mews, London, W.2. Paddington 9196. [2069]

1950 Jaguar Mark V, black, low mileage, first-class condition throughout; £750.—Blue Star Garage, 364, Kensington High St., W.14. Western 9851. [5977]

1952 Jaguar Mk. VII saloon, grey with red leather, 15,000 miles, carefully used; £1,245.—Stratstone Ltd., 40, Berkeley St., W.1. (Mayfair 4401-1). [C4022]

JAGUAR 1947 ¾-litre special equipment model, two colour, black, maroon; £355.—Petersfield Garages, 1357, Stratford Rd., Birmingham. Springfield 1848. [6064]

1939 Jaguar 2½, radio, heater, discs, good tyres, new battery, new steering, uses no oil, perfect; £325 o.n.o.—29, Pickwick Rd., Corsham, Wilts. Tel. 5244. [5992]

1952 model Jaguar Mark VII saloon, 22,000 miles, owner wishes to sell or exchange for 1949-50 Bentley, cash adjustment.—Nixons Garage, Hassell St., Newcastle, Staffs. Tel. 69154. [5918]

1946 Jaguar 1½-litre, splendid mechanical condition, immaculate appearance; £375; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068/1]

JAGUARS.—Please apply for particulars of our comprehensive stock of Jaguars for sale at reasonable prices.—Chepstow Garages, Ltd., Ledbury Rd., W.11. Bay. 2849. [C1042]

XK120 1951 high axle ratio, stiffer suspension, heater, Ace Rimblishers; £875.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

1951 Jaguar XK120, bronze, moderate mileage, absolutely unmarked, twin exhausts; bargain, £375.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011]

JAGUAR 2½-litre Mark V black saloon, first registered Aug. 1949, small mileage, immaculate condition; near £700.—Newton Road Service Station, Ltd., Laws Bridge, Torquay. Tel. 63429. [6102]

1947 ¾-litre Jaguar saloon, excellent condition; £480; also 1950 model ¾-litre drop head coupe, fine order; £325.—Autowork, Ltd., Winchester. Tel. 4834. [C1010]

1946 (Nov.) Jaguar 1½-litre special equipment saloon, new engine fitted 5,000 miles back, immaculate in every way; £425.—H. A. Saunders, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [C4040]

JAGUAR

JAGUAR (February, 1952) Mark VII saloon, grey/grey, under 15,000 miles, immaculate condition, fitted radio, heater, loose covers, windscreen washers, wing mirrors, fitted with rubber floor mats; price £1,175.
G. R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C3025]

1946 (Nov.) ¾-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, new engine; £800.—Beardmore, 26, Queensway, W.2. Baywater 0156. [C1015]

£389.—Another value for money bargain; 1947 ¾-litre saloon, black with brown leather in beautiful condition, good sound engine, a delight to drive, trial invited; terms, exchanges.—Traynor Motors of East Ham. Grangewood 2530. [C4032]

1952 (Aug.) Mark VII saloon, 11,000 miles, extras H.M.V. radio, screen washers, seat covers, twilight blue, really lovely specimen in every way; £1,160 or near; must sell.—73, Scholes Park Rd., Scarborough. Tel. 1505. [5963]

XK120 1951 (March) Jaguar, fitted manufacturers' modifications costing £250, radio, recirculated silver, red leather, total mileage approximately 20,000; price £875.—A.P.N., Ltd., London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015]

1953 (May) Mark VII Jaguar saloon, lavender grey/brown hide, fitted radio, beautifully maintained and carefully driven 8,000 miles by fastidious owner driver; £1,425.—Royston Motor Co., Ltd., Jaguar Agents, Royston, Herts. Tel. 2146. [6157]

JAGUAR Mark VII, 1952 black with brown hide, definitely as new, unmarked, radio, etc., speedo reading 14,000, 4 new Dunlops just fitted, owner's car, £1,000 o.n.o.; terms arranged privately.—Tel. Birmingham South 3018. [6142]

1947 Jaguar 1½-litre saloon, finished in the leather interior, this is the special equipment model with Ace discs and heater, etc., fitted twin chrome pass lamps, mechanically in really excellent condition throughout, a most attractive specimen; £450.
MOTORS, Salford, 6, Manchester. Pen. 3457. [C3000]

JACK ROSE, Ltd., offer: 1953 (August) XK120, hard top, in black and red hide, all modifications, including wire wheels, etc., 9,000 miles, absolutely as brand new, cost approximately £1,800; £1,475; also 1950 Mark V Jaguar saloon, in black, brown hide, any examination; £695.—Stafford Rd., Wallington, Surrey. Wallington 6677. Also High St., Banstead. Tel. Burgh Heath 36. [C3056]

Jaguar Cars Wanted

ROWLAND SMITH'S The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube) N.W.3. Ham. 5241. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd. URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Furze Road, Woking. Tel. 62907. [W0234/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill N.13. MAIN dealers urgently require modern Jaguar cars. Tel. Palmers Green 3631-2-3. [W4002/R]

XK120 wanted in good condition for cash.—Valentine 4674 after 8 p.m. [W2018]

PRIVATE purchaser offers £900 cash for Jaguar Mark VII saloon; all replies answered.—Box 3081. 5963

MARSTON MOTOR CO. Ltd. for your Jaguar.—Tel. Sta 8000. Seven Sisters Rd. Tottenham, N.15. [01480/R]

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 5641. [W5041]

BARTLETT will pay more for good XK120s.—27a, Pembridge Villas, W.11. Bayswater 0235. [W1015]

RICHARDS & CARR buy XK120, Mark V and Mark 5424.—75, Kinnerton St., London, S.W.1. Sloane 5424. [W5045]

£700.—Immediate cash offered for XK120 Jaguar.—S West, Denmark St., Ilford Rd., Oxford. Tel. 48818. [61240]

LONDON CARS urgently require 1946-49, 1½-litre 2 saloons—592-6, Greenford Rd., Greenford, Middx. Wuxlow 2643. [W5057]

OWNER of Jaguar saloon wishes to hire XK120 three weeks in April with possible view of purchase; Scotland.—Box 3181. [6116]

R. POWELL, MOTORS, Ltd., East London area R dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate. E.7. Maryland 4618. [0454/R]

XXX H. F. Edwards offer immediate cash for good Jaguar cars, cash, p.d.e., p.d.e. to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Jaguar Spares and Service

HENLY'S, Ltd. ENGLAND'S Largest Jaguar Service Station. GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938 AND at Manchester. Cheetham Hill Rd., Demagogue 5215-16. [W0215/R]

QUICK completion of repairs. [0563/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [84006/R]

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 223. [0450/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Service
R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spare service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4819. (0455/R)

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. (0552/R)

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. (0591/R)

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. (0719/R)

JEEP

JEeps, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. (0830/R)

JEeps—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, utilities; 24-hour service. (0552/R)

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. (0241/R)

£120 buys a special bargain.—See Metamorph famous for 12 conversions.—95B, Belziss Lane, N.W.3. Hampstead 8221. (0527/R)

JEeps!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4834. (C1010)

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad 8345. (0619)

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares below). (C3066)

£145—1949 registered Jeep open body utility; extended chassis, good runner, nice lines; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1034)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. (0352/R)

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Jeep Spares and Service

JEep Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. (C3066)

JENSEN

BROOKLANDS—Individuality, new and used cars.

NEW Jensen Interceptor for early delivery.—Particulars available on 541.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

1939 3½-litre Jensen 4-door de luxe saloon, excellent condition.—F&S Jaguar, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 677-8. (C2043)

JOWETT

WELBECK MOTORS, Ltd.
THE largest Jowett agents in the country.

THE new Mark 1A Jupiter is now in steady production and only—repeat only—at Welbeck Motors can this model be seen and tried; only Welbeck Motors, Ltd., can offer immediate delivery ex-stock of this model at £1,028.

OUR Jowett stock at the moment is amazingly comprehensive and includes:—

FOUR 1953 Jupiters at around £600.

THREE 1949 Javelins at around £450.

FIVE 1950 Javelins at around £485.

THREE 1952 Javelins at around £600; and one 1952 1 example which has only covered 8,000 miles at £645.

THREE 1953 Javelins at around £750; all exactly like new.

If you would be kind enough to telephone us, we can give you full details and send a car to you for your inspection and trial.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). (C4049)

DICKS Jowett Javelin saloon de luxe, really as new; £595.

1950 Jowett Javelin saloon de luxe, most superior condition; £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Malda Vale 6888-9. (C1072)

CLARKES OF FIBRIGHT.

THE Jowett centre of the south offer:—

1952 Javelin de luxe saloon; £635.

1950 Bradford de luxe utility, recently fitted reconditioned engine, one owner, outstanding condition; £295.

NEW Javelin available from stock.

WE wish to purchase good used Javelin and Jupiter cars.

CLARKES OF FIBRIGHT, Fibright, Surrey. Tel. Brookwood 2201. (C1099)

RAYMOND WAY.
RAYMOND WAY OF Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1950-1 Jowett Javelin 1½-litre de luxe saloon, extremely fast and economical, coachwork and interior as new, one careful owner only; 529gns.

HIRE purchase terms on the spot with no reference, no formalities or guarantees; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

H. BEART & Co., Ltd., offer:—

1953 (July) Jowett Jupiter Mark 1A convertible, finished in ivory with red upholstery, many extras, genuine 10,000 miles, in first-class condition throughout, outstanding value at £745.—102, London Rd., Kingston-on-Thames. Tel. 3348. (C1081)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1952 (September) Javelin de luxe saloon, grey, red leather, 9,000 miles, immaculate; £875.

1950 (November) Javelin de luxe saloon, black, brown leather, 31,000 miles; £525.

9, Albemarle St., London, W.1. Tel. Grosvenor 9551. (C1016)

JOWETT Jupiter, 1953, under 4,000 miles; £625.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (C3063)

A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Jowett Javelin, black, beige leather, heater, 8,000 miles, one owner; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6297-8-9. (C1057)

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228, 234, London Rd., Croydon. Cro. 3641-2; 268, Gt. Portland St., W.1. Eua. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. (0463/R)

1952 Javelin de luxe saloon, black, radio and heater, one owner, carefully used; anip £550.

—Campbell Symonds, Wembley 6363. (C1037)

1953 Jowett Javelin saloon, black, delivery mileage only, new condition throughout; £795.—See below.

1952 Jowett Javelin saloon, bronze, heater, one owner, extras, a specimen model, any inspection invited, 3 months' guarantee; £596.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4034)

1951 Javelin de luxe, 15,000 miles, heater, radio; £560.—Blake, 24, Robertson Rd., Catterick Camp, York. (0598)

1954 model Javelin Standard saloon in Connaught green, mileage under 300, this vehicle is as new; £785.

LANDSDOWNE GARAGE, Coventry & Jeffs, Ltd., Clifton Rd., Bristol, 8. Tel. Bristol 36241. (0690)

JACK ROSE, Ltd., offer: 1952 Jowett Javelin, black, one careful owner, almost unmarked inside and out; £560.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

1939 Jowett 10hp saloon deuxe, black, one owner since new, perfect; £250; also 1938 8hp saloon; £175.—Bunnings, Jowett Main Agents, Harrow 6225/6. (5808)

JOWETT Javelin, October, 1952, one owner, radio, heater, spotlight, dark green, beige leather, 8,000 miles only; £670.—Landsdowne Garage, East St., Leicester. Tel. Granby 966-7. (0101)

DUNCAN HAMILTON & Co., offer 1953 model Jowett Javelin, brocade with red interior, fitted heater, window washers, one owner, almost unmarked; £575.—33, High Rd., Byfleet, Surrey. Tel.: Byfleet 3101/2. (C1091)

Jowett Cars Wanted

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year; at the moment we are desperately in need of a good Mark 1A Jupiter. (W4049)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

DICKS the Jowett agents.

FOR immediate purchase of your Jowett.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Malda Vale 6888-9. (W1072)

JAVELIN and Jupiter wanted.—Richards & Carr 33, Kinnerton St., London, S.W.1. Sloane 5484. (W3045)

FULL value paid for Jowett or similar; trade or privately.—34, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors

COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service; new Javelin in stock.—Eccley, Surrey. Tel. Horley 15. (0961/R)

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). (0009/R)

KINGSTON-ON-THAMES—Distributors for Jowett, all facilities available.—O. W. Wilkin, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kin. 2241-2. (84053/R)

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradfords and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. (0073/R)

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents over 25 years' Jowett experience; spares and service. (0759/R)

KAISER

GUY ALFRED & Co., Ltd.—1952 Kaiser H. J., 16hp, low mileage, H.M.V. radio, superb order.—6-7, Warren St., W.1. Euston 3268. (C1005)

LAGONDA

AUTOMOBILIA, Ltd., offers

1948 Lagonda 2.6 foursome drop head coupe, colour midnight blue with leather upholstery; this car is undoubtedly one of the finest of this type in the country. It has been maintained regardless of cost, 8,000 miles ago, fitted with vintage engine, latest modified brakes, resprayed and wheels chromed, at the cost of over £400; the extras include radio, heater, special Lucas post horns, windscreen washers, etc.; £1,085.—Automobilia, Ltd., Pippbrook Garage, Basing 4304, 3891. (C1089)

BROOKLANDS: Lagonda distributors; latest 1954 models on show and for demonstrations.

1952 Lagonda saloon, 13,800 miles, radio.

1951 Lagonda coupe, one owner, excellent.

1950 Lagonda saloon, small mileage, radio.

THE above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

DAVIES MOTORS, Ltd. (managing director J. E. Davies), 20 years service manager to Lagonda, Ltd.).

1938 4½-litre L36, independent front suspension, drop head coupe, fine condition throughout, several extras.

1940 7½ 2-door 4-5 seater saloon, specialist coachwork of outstandingly fine line and built only this year regardless of cost; engine and chassis completely overhauled, many extras.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Walton-up-Thames 1562. (C1090)

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars." (3041/R)

£135!!!—Lagonda 3-litre sports 4-seater, in excellent condition and no one looking at this vehicle could possibly believe it's 22 years old; 3 months' guarantee; hire purchase exchanges.

LAMB'S, Finchley Showrooms, 461/423, High Rd., Finchley 6221. (East Finchley Underground). (C2052)

1933 Lagonda 3-litre 4-door pillarless coach-built saloon, in really amazing condition throughout, one very careful private owner from new who has maintained this car in superb order in every respect, a thoroughbred vehicle of fine appearance, complete and ready for use; bargain for enthusiast at £295; trade and part exchange enquiries invited.—3, 2, Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

£6/700 offered for post-war Lagonda.—Tel. after 6 p.m. (Swansea) Bishopston 101. (6070)

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 1841. (W5041)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Legends Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 30 years service manager to Lagonda, Ltd.) the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honey-comb liners and the now popular centre gearchange for the 2.6 model.

273 London Rd., Staines. Tel. 4211 (5 lines). [C1090]

LANCHESTER

DICKS.
1939 Lanchester 14 saloon, preselector gear box, careful user, £295.

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

STRATSTONE, Ltd. Lanchester Distributors.

LANCHESTER 14hp saloon (1953 model), grey with blue leather, as new; £1,025.

LANCHESTER 10hp saloon (1947), black with fawn interior, in good condition; £595.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404).

Service. 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464) [C4022]

1933 Lanchester 10 coupe, good runner; £60.

THE FORGE GARAGE (PETERSHAM), Ltd. 129, Petersham Rd., Petersham, Surrey, Richmond 1854.

1953 Lanchester saloon, grey with blue leather, 5,500 miles, as new; £995.—Wellway Garage, Bath. Tel. 2578. [C2011]

225 ems.—Lanchester 14 (1939 model) Roadrider de luxe saloon, sliding head, leather, manual gear-change I.P.S.; terms, exchanges.—Rowland Smith, below.

165 ems.—Lanchester 14 1939 Roadrider de luxe saloon, sliding head, leather, preselector, I.P.S.; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C2018]

KENTISH & THOMSON, Ltd.—1937 14hp saloon, one private owner since new, 39,000 miles, excellent order throughout; £225.—564-6, Wickham Rd., Shirley, Croydon. Springspark 3477. [C2047]

LANCHESTER 10 saloon (September, 1947), black, green upholstery, complete overhaul by manufacturer; £565.—Walker & Ward, Ltd., Daimler, Lanchester distributors, Warwick Place, Cheltenham. Tel. 3816. [C0685]

LANCHESTER—For any new model, or for help and advice on one already in service, come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker & Ward, Ltd., Cheltenham. Tel. 3814 and 3816. [C0665]

LANCHESTER 14hp, first registered September, 1952, one careful owner, low mileage, finished in black with brown hide; original price £1,535; our price £950.—Peppers Garage (Nantwich), Ltd., London Rd., Nantwich, Cheshire. Tel. Nantwich 5591. [C6119]

Lanchester Cars Wanted

KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LANCHESTER cars wanted in part exchange for new models; write or phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 211. [C0445]

XXX H. F. Edwards offer immediate cash for good Lanchester cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

Lanchester Spares and Service

A ROOT ENGINEERING, Ltd.—Preselcted gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [C0237/R]

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

WE only offer the best examples; present stock includes one post-war second series Aprilia: full details on request.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. [C4085]

LANCIA Aprilia, 1937, metallic grey, 1939 wheels, new tyres, recent £140 overhaul, a good specimen; £395.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 563. [C2061]

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [W2054/R]

LANCIA—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4085]

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Aliperton, Wembley. (Ftvalley 2656.) [C2020/R]

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1948 Lea-Francis 14hp saloon, recent engine overhaul; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

1949 (September) 14hp Lea-Francis special drop head coupe, finished in grey; £475.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5533. [C1085]

LEA-FRANCIS

GUY SALMON AUTOMOBILES offer:—

1953 Lea-Francis 14hp saloon, 8,000 from new, burgundy/brown leather, faultless maintained, a most attractive appearance, combined with a very surprising performance, and handling qualities, cost new £1,216; offered at £825.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

CHARLES POLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer:—

1951 Lea-Francis 14hp streamlined saloon, maroon, beige leather, heater, screenwash sun roof, one owner, 29,000 miles; guaranteed; £825.

1952 Lea-Francis 14hp streamlined saloon, black, red leather, one owner, mileage under 10,000, unique car, chauffeur maintained, perfect condition; £1,095 (cost new £3,300).

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores—Barnsdale Yard, off Egin Ave., W.9. Cunningsham 5936. [C2010]

LEA-FRANCIS 18hp streamlined saloon, one owner, radio heater screenwash, etc. £650.—Whealers (Newbury), Ltd., The Broadway, Newbury. [C0488]

1951 Lea-Francis 14hp saloon, sliding roof, heater, black, choice of two; from £575.—Halls (Finchley), Ltd., Odon Parade, North Finchley, London N.12. Tel. Hillside 1044. [C6212]

£645!!!—Lea-Francis special streamlined saloon, 1946, very scarce 8-light model on the 14hp 1977cc chassis, similar body styling and appearance to current model, immaculate finish in smart duo-cellulose of pale green and beige with beige leather interior, performance and general mechanics, condition of the highest order, definitely a car of distinction and grace which cannot fail to appeal to discerning motorists.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores.—

BARNSDALE Yard, off Egin Avenue, W.9. Tel. Cunningsham 5936-7. [C0595/R]

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturer.—Head Office and Works: Much Park St., Coventry. Tel. 62024-5-6. [C0392/R]

CLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Lea-Francis Distributors East Glamorgan.—Spares and service. [C0465/R]

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores.—

BARNSDALE Yard, off Egin Avenue, W.9. Tel. Cunningsham 5936-7. [C0595/R]

LIMOUSINES

CAMDEN MOTORS, for Limousines.—Largest selection in the country, over 60 in stock.—See full page advert page 67 this issue. [C1035]

A&S Display Fifty privately owned chauffeur maintained 7-passenger Limousines in first class condition, ready service, covered mechanically (guarantee certificate).

A&S Offer only carefully selected modern Limousines (see classified advertisements) Armstrongs, Austins 16/25hp, Buick 10 Humbers, 12 Rolls-Royces, Packard, Wolseley, competitive prices, lists despatched.—Alpe & Saunders Limited, Providence Court, North Audley Street, Mayfair-2941. [C1006]

LINCOLN

SIMPSON'S offer:—

1949 Lincoln 2-door overdrive, radio, heater, all extras, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8601/8903. [C4015]

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [C0747/R]

MERCEDES

£195!!! 1956 (Oct.) 15hp Mercedes 4-door saloon, magnificent condition throughout, 3 months' guarantee; hire purchase, exchanges.

AMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd.

OFFICIAL Mercedes-Benz retailers, offer:—

MERCEDES 500K B type cabriolet, full 4-seater 4-window, black, fawn hide, silk mohair hood r.h. drive, mechanical and external condition quite exceptional, superbly equipped and appointed; an excellent proposition for the buyer who appreciates quality and all that is finest in large high-grade sports car motor in the best tradition; £785.

EXCHANGES; deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. [C4035]

MERCEDES-BENZ

MERCEDES-BENZ (Great Britain), Ltd., offer:—

1939 Type 230 4-door saloon, Continental steering, black and red with red leather upholstery, may be seen by appointment.—Victoria 8715-6. [C3008]

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1938 Mercedes-Benz 4-door saloon, model 280, 21hp, black, excellent condition, mileage 42,000, recently overhauled; offers.—Box 3077. [C0987]

170V 14hp, 1937, the rare 2-door 4-light saloon, in exceptional condition; £225; terms and exchanges.—29, Queensgate Mews, S.W.7. Western 5228. [C4069]

Mercedes-Benz Spares and service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night service; Victoria 3144. [C4735]

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [C0748/R]

M.G.

PC

PERFORMANCE CARS

THE biggest and best guaranteed selection of sports cars in the country.

LARGEST selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one car which might prove unsuitable.

CHOICE of 5 T.C.s: 1948, blue, £395; 1947, red, £355; 1949 Lionel Leonard 1500 conversion, £445.

CHOICE of 3 T.A.s: 1959, red, £295; 1956, blue, £265; 1957, black, £245.

CHOICE of 2 P.A.s: 1955, red, £175; 1954, black, £145; one P.B. 1956, £195.

CHOICE of 2 J.s: 1954, £145; 1955, £125; ex-Davis blown Magnette, £395.

CHOICE of 4 2-litre saloons: 1958, £215; 1957, £195; 1956, £175; 1955, £145.

CHOICE of 2 2-litre drop head fourseaters: 1957, £215; 1956, £145; 1956 N.A. Magnette, £175.

CHOICE of 2 1½-litre: 1959 saloon, £275; 1958 tourer, £265; 18/80 tourer, £265; 12hp tourer, £55.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; seen under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8641. [C3041]

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras, perfectly unmarked; £375.

B. J. HUNTER, Ltd. 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

JACK ROSE (M.G. dealers and stockists).

1950 M.G. T.D. 2-seater, in black, many extras; £495.

1952 T.D. British Racing green, very clean, any examination; £545.—Sladwell Rd., Wallington, Surrey. Wallington 6677. Also High St., Bantstead. Tel. Burgh Heath 36. [C3056]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. T.C. black and beige, fitted many extras with 16in wheels, reconditioned engine just fitted; £355.

1938 M.G. V.A. 12hp drop head coupe, black and green, recon. engine 1953, upholstery and hood as new, immaculate car; £299.

1938 M.G. T.A., gunmetal, fitted Chromard liners, polished rods and rocker gear, heater and many other extras, a specimen motor car; £275.

1934 P.A., black and red, first-class condition; £165.

1933 M.G. 'J2, long wings resprayed; £140.

1933 M.G. 'J2, cream, new tyres; £140.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036/1]

1951 M.G. 1½ saloon, maroon, radio, heater, like new; £675.—New Cross 1358. [C3639]

M.G. Magna black saloon, 1952, genuine car; £395.—Price, "Suaona," Berkeley, O.co. [C1015]

£350—1940 M.G. 2.6-litre, black and chrome sports saloon, immaculate; £120 down.

£95—1951 M.G. 18/80 special model open sports 2 4-seater; £45 down.—Bray Motors, 180/184, West End Lane, N.W.5. Hampstead 6490. [C1024]

M.G. 1½-litre, clean, low mileage.—Mould, 6, Yewcroft Ave., Harborne, Birmingham. [C1600]

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [C0082/R]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [C0986/R]

1932 M.G. J2, red, good condition throughout, new hood, sound tyres; £100.—Box 3175. [C644]

245 ems.—M.G. T.A. 1958, green, very good condition.—1, Milton Ave., Gravesend, Kent. [C1607]

1953 M.G. T.D. Mark II, unregistered, delivery mileage only green; £795 or near offer.—Tel. Stockton Heath 1365. [C15745]

£299—M.G. sportsman's saloon 1940 2.6-litre, immaculate, quiet, fast, black/grey; no offer.

—91, Lincoln Rd., Peterborough. [C5421]

1949 M.G. 1½-litre, saloon, black/red, faultless; £535.—Bruce Francis, 6a, Cromwell Mews, South Kensington. Pla. 0513. [C2014]

£550—M.G. 1½-litre saloon, colour green, one carol owner, in really excellent paintwork and chrome condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2020]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
1952 T.D. M.G. 6,000 miles; £545.—Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 412. (C2062)

1938 M.G. 1½-litre V.A. saloon, green, excellent tyres, splendid value at £235.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Finchley 5712. (C1058)

1953 (July) M.G. T.D. 2-seater, colour red, one owner, total mileage 8,000, as new throughout; £600.—A.F.N. Ltd., London Rd., Middlesbrough. Tel. 450. (C3015)

595 gns.—M.G. 1950 1½-litre saloon, sliding head leather, heater, built-in jacks, carefully used, exceptional condition; terms. exchanges.—Rowland Smith, below. (C3015)

525 gns.—M.G. Midgley late 1951 T.D. 2-seater, red, one owner, exceptional condition; terms. exchanges.—Rowland Smith, below. (C3015)

345 gns.—M.G. Midgley, October 1946, T.C. 2-seater, very good condition; terms. exchanges.—Rowland Smith, below. (C3015)

1953 gns.—M.G. Midgley, 1935 model, 8hp P. 2-seater in good condition; choice of 3 M.G. Midgley; terms. exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1937 M.O. T.A. 2-seater, excellent condition all round, including all-weather equipment, taxed; £215; A.A. R.A.C. examination.—Cutler, Walberton, Arundel. Tel. Eastergate 367. (C6085)

M.G. T.D., April, 1953, Stage 1 tuning, 4.85 rear axle, extra dampers, twin fuel lines, 16,000 miles, not raced, new engine just fitted, not run in; private sale; wireless, other extras; offers over £680; owner purchasing T.P.—Apply Box 3052. (S951)

M.G. Magna-Horset, 6-cyl. eng. just overhauled, not yet run in, tyres as new, B.R.G. immaculate fawn hood, tonneau, twin rear tonneau covers, oil radiator, rev. counter, etc., many extras, can be seen in London area, bargain for enthusiasts; £150.—Tel. Mou. 0462 or write to Box 3062. (S962)

1937 M.G. T.A., black/green leather, over £100 just spent on this car, including recond. engine, not yet run in, new tyres, new full tonneau cover, other weather equipment and body excellent, several extras, equal to 1949 car; £330; photographs available.—Clegg, 3, Woodlands Ave., Bury Rd., Rochdale, Tel. 4560. (S920)

XXX 1949 (November) M.G. T.C. 2-seater, suede green with green leather and silver wheels, coachwork indistinguishable new, leather unmarked, spare tyre unused, quite outstanding and exceptional example; written guarantee; £478; terms. exchanges.—H. P. Edwards, 200 Great Portland St., London, W.1. Tel. Langham 0012. (C3003)

M.G. Cars Wanted
R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MAYFAIR GARAGES, Ltd., top cash prices for M.G.—Balderton St., W.1. Mayfair 5104. (0696/R)

REALLY good M.G. required.—Stradling, 30, Harley House, London, N.W.1. (W1086)

REQUIRED, good used M.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

C.N.K. MOTORS require M.G.s, particularly V.A. T.A. and T.C. models—353, Finchley Rd., N.W.3. Hampstead 5712. (0696/R)

THE CAR MART, Ltd., London, wish to purchase M.G. cars—382, Streatham High Rd., S.W.16. Streatham 0054. (0966/R)

URGENTLY required 1947-51 M.O. 1½ saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (0669)

XXX H. P. Edwards offer immediate cash for good M.G. cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

M.O. Spares and Service
TOULMIN MOTORS

SPECIALIZE in M.G. and M.O. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service; dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.O. spares always available; we specialize in racing spares; write or tel. (0349/R)

TOULMIN MOTORS, 543, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2258 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (0349/R)

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. River 2644. (S3054)

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. (S3041/R)

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.O. spares outside the factory.—7, Hertford St., London, W.1. Gro. 414. (0504/R)

M.O. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts etc. replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Wicham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3033. (0433/R)

TOULMIN MOTORS specialize in M.O. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service; dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.O. spares always available; we specialize in racing spares

M.G. Spares and Service
LARGEST and quickest spares service in the South of England.—Hevens Garages, Ltd., Reading. Tel. 4456. (0208)

MORGAN
GOLDING'S OF NEWMARKET.

MORGAN, 1951 mod. 4/4 two-seater, green; £475; cash terms, part exchange.—Park Lane, Newmarket. Tel. 2474. (6153)

1953 Plus Four 2-seater, 10,000 miles, twin spares, wing mirrors, spotless; £565.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5423. (C3045)

Morgan Cars Wanted
R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Morgan Spares and Service
MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (0514/R)

MORGANS.—All available spares in stock.—F. H. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. (0728/R)

MORRIS MINOR
SCOTT CARS offer:—

1953 Morris Minor; £510.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C4016)

H. A. SAUNDERS, Ltd., offer:—
1953 2-door saloon (ohv engine), green with beige upholstery; recorded mileage 5,500; £545. (C2027)

836—842, High Rd., N.12. Hillside 5272 (B lines). (C2027)

GUY SALMON AUTOMOBILES offer:—
1952 Morris Minor saloon, 15,000 miles, immaculate condition; £485. (C4001)

1951 Morris Minor convertible, 20,000 miles; £425. Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

BONALLACK & SONS offer for sale:—
1952 Morris Minor 2-door saloon, one owner, most beautiful condition; £485. (C6201)

BONALLACK & SONS, Ltd., 268, Romford Rd., Forest Gate, E.7. Gra. 3464. (C6201)

AUTO SALES (LONDON), Ltd., offer:—
1950 Morris Minor saloon, specimen condition throughout; £435.—Aut. Sales (London), Ltd., Beisize Rd., N.W.6. Maida Vale 5555. (5120)

1950 Minor, one owner, recorded mileage 19,000, carefully used; £415.—Speedwell 2564. (6006)

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—
1950 Morris Minor 2-door saloon, grey, one owner, 29,000 miles, new engine just fitted, serviced and guaranteed, very clean and sound car; £425. (C2010)

SERVICE WORKS and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5996. (C2010)

1951 Morris Minor 2-door saloon, green, beige upholstery, 15,000 miles, in excellent condition; £465. (C4046)

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (C4046)

1951 Morris Minor convertible, black, fawn leather, heater, perfect condition; £425.—Lab. 1520. (6081)

1952 Morris Minor saloon, immaculate, guaranteed; £450.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4038)

1949 (November) Morris Minor 2-door saloon, order throughout; £450. (C2059)

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. (C2059)

MORRIS Minor conv., Sept. 1951, export model, r.h.s., 11,000 miles; £450 o.n.o.—74, Clifton Crescent, Hainault, Essex. (5994)

1951 Morris Minor tourer, heater, covers, carpets, new battery, one owner, private sale; £419 o.n.o.—Tel. Grimsdyke 3008. (5917)

465 gns.—Morris Minor 1952 tourer, pastel green, one owner, small mileage; terms. exchanges.—Rowland Smith, below. (C4018)

375 gns.—Morris Minor 1950 tourer, radio, heater, electric clock, one owner; choice of eight Morris Minors; terms. exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

SUPER 1951 Morris Minor tourer, aluminium head, £50 worth of extras; £465.—Mann, 48, Forty Ave., Wembley Park, Arnold 4604. (C3017)

1951 Morris Minor saloon, black, spotless; £455.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

1953 Morris Minor saloon, absolutely as new throughout, mileage 10,000, any trial or examination; £515.—Malden 5961. (6191)

1949 (Dec.) Morris Minor 2-door saloon, one owner, mileage 19,000; £400.—Tatler, 624, Chiswick High Rd., Chl. 5566. No dealers. (6004)

1954 Morris Minor 4-door saloon, Clarendon grey, works mileage only; £610.—Whytaw & Harper, Ltd., 174, Upper Richmond Rd., S.W.14. Pro. 6160. (6160)

WALTER SCOTT Ltd.—1950 Morris Minor saloon, fawn, 21,000 miles; £455; choice of two—39, College Cres., Hampstead, N.W.3. (Swiss Cottage Tube). Fri. 5914. (C4008)

1953 (November) 1952 Morris Minor convertible, 15,000 miles, heater, spotless; £440; exchanges, h.p.—11, Perryemead, Prestwich, Manchester. Prestwich 2057. (6155)

MORRIS MINOR
1953 (Oct. 1952) Morris Minor convertible, black with red seat covers, 11,000 miles, condition as new; £475.—Whytaw & Harper, Ltd., 174, Upper Richmond Rd., S.W.14. Prospect 469. (6159)

TANEARD & SMITH, Ltd., offer: 1950 Morris Minor saloon, green/beige upholstery, one owner, superb condition; £395; 3 months' written guarantee.—194, 198, King's Rd., Chelsea, S.W.3. Flaxman 4801-2-3. (C4026)

1952 (October) Minor 4-door saloon, exceptional condition, grey, heater, seat covers, Rimmel-lahers, screen washers, one owner; £510.—W/Odr. O'Neill, R.A.F. Colerne, Wilts. or tel. Wimbledon 2795 week-ends. (6062)

XXX 1952 (May) Morris Minor saloon, black and chrome with red upholstery, 7,000 miles only, appearance absolutely as new; written guarantee; £498; terms. exchanges.—H. P. Edwards, 200, Gt. Portland St., London, W.1. Tel. Langham 0012. (C3003)

MORRIS Minors: 1952 black convertible, special head and exhaust system, low mileage, excellent condition, £460; also 1950 beige saloon, very good condition, fitted heater, £425; also 1951 black saloon, re-conditioned engine, approx. 3,000 miles, good condition, £440; also 1953 black saloon, fair condition, at only £385.—Details from Boxall & Collins, Crawley. Tel. Crawley 453. (6235)

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloons, black/red or green/green, 5,000 miles, one owner, choice 2, £515; 1952 blue/beige, green/beige, black/brown or black/red, all low mileage, heater, one owner, choice several from £495; 1951 black/beige or grey/beige, heater, one owner, choice three from £439; 1950 grey/beige, one owner, £399; 1952 convertible, black/red, covers, £439; 1951 green/beige, £399; 1949 grey/beige, £389; 3 months' guarantee; terms. exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6551. (C3066)

Morris Minor Cars Wanted
R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

1953 new or small mileage 2- or 4-door saloon urgently wanted, cash waiting, collected anywhere.—61 Park Ave., Seaburn, Sunderland. (4563)

FULL value paid for Minor or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

MORRIS EIGHT
MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 (March) Morris 8hp series E saloon, grey and black, brown upholstery, coachwork, interior excellent, moderate mileage, taxed; £365.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (C3012)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.
1948 (November) series E 4-door saloon; £365. (C1008)

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). (C1008)

S.G.A. MOTORS who deal exclusively in Morris 8s, offer:—
1946 series E 2-door de luxe saloon, one owner, superb condition; £325. (W4018/R)

1939 series E 2-door de luxe saloon, perfect condition, £275. (C2010)

1939 series E 4-seater tourer, immaculate condition, £235. (C2010)

1938 2-door de luxe saloons, choice of 3, all outstanding condition; £195. (C2010)

ALWAYS at least 12 saloons and tourers in stock. EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchange.

REPAIRS of all descriptions also undertaken.

S.G.A. MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3208. (C4063)

1937 (September) Morris 8 2-door saloon, in very good order; £140. (C4063)

1938 Morris 8 4-door saloon, in sound mechanical order, reconditioned; £160.—W. T. Mason & Co., Ltd., 2, Ley St., Ilford, Essex. Ilford 0961 and 0311. (6132)

£175—1938 Morris 8 sports 2-seater, a very fine example; £70 down.—Below. (C1024)

£175—1938 Morris 8 de luxe saloon, exceptionally clean; £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1946 Morris 4 de luxe saloons, black with brown upholstery, choice 4; from £235. (C4692)

REYS MOTORS, Ltd., 73-75, Albany St., N.W.1. Ruston 6994. (4692)

1938 Morris 8 2-seater roadster, specimen, open any examination; £175.—Stonegrove 6816. (5957)

1939 Morris 8 series E saloon, 2-door, black, re-sprayed, good condition.—Tel. Tilbury 674. (5925)

1947 Morris 8 4-door sun roof saloon, splendid condition throughout; £325.—Macaulay's 1265. (5882)

£225—1939 Morris 8 Series E saloon, black, excellent runner.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. (C3072)

365 gns.—Morris 8, November, 1948 4-door saloon, terms. exchanges.—Rowland Smith, below. (C4018)

325 gns.—Morris 8 1946 saloon, sliding head, leather, carefully used, excellent condition; terms. exchanges.—Rowland Smith, below. (C4018)

145 gns.—Morris 8, September, 1938, de luxe saloon, sliding head, leather; choice of 7 Morris 8s; terms. exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£185—One owner Morris 8 (Nov.) 1938, re-con. engine, new tyres, black, sliding roof, leather.—Below. (C4018)

£295—1947 series E Morris 8 2-door saloon, one owner, re-con. engine, excellent car.—Mim Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4925. (C2067)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT
NOVEMBER 1946 Morris 8 2-door de luxe saloon; £265.—Blue Star Garage, 53, Fortuna Green Rd., Hampstead, N.W.6. Ham. 2211. [N4031]

1940 Morris 8 Series E saloon, recollared, excellent; £230.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

1936 Morris 8, excellent mechanical condition, body good. £110 (after 6 p.m.).—Stewart, "Dunvegan," St. Margaret's, Hemel Hempstead. [6002]

1938 Morris 8 2-door saloon, excellent condition, just recollared; £150; terms and exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3534. [6197]

1948 (August) Morris 8 4-door saloon, black with brown leather, one owner, in exceptional condition; £355.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

1939 Morris 8 Series E saloon, reconditioned engine just fitted, very nice little car; £215, or £75 deposit, balance over 18 months; exchanges, insurance; 50 cars in stock under cover write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [6215]

PRIVATELY OWNED Morris Eight Cars Wanted
Surrey Hill, Surrey. Tulse Hill 2768. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS TEN

ROUNDABOUT offer:—

1947 black Morris 10, in excellent condition throughout; £325.—

ROUNDABOUT Garage, Western Ave., Greenford, Middlesex. Wawlow 1071-5. [N3056]

£298—Morris 10, reg. Aug., 1947, special duotone finish, excellent throughout, exceptionally smart car; many others.

BENMOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges; h.p. [C1017]

1948 Morris 10 saloon, black with brown leather upholstery, one owner, first-class condition throughout; £395.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004]

1948 Morris 10 saloon, one owner, in spotless condition; £356.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

Morris Ten Cars Wanted
Morris 10, first-class condition, no dealers.—Tel. Farnborough, Kent, 3603. [6097]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS TWELVE

175 gns.—Morris 12 1939 saloon, sliding head, leather, good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

MORRIS EIGHTEEN
Morris 18 1936 saloon de luxe, one owner, 38,000 miles, built-in jack, exceptional condition.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [C2073]

MORRIS OXFORD
PHILIP RICKARDS, Ltd., offer:—

1953 Morris Oxford, 3,000 miles, grey, heater; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772. [C3051]

BONALLACK & SONS offer for sale:—

1951 Morris Oxford, 20,000 miles, grey, red upholstery; £505.

BONALLACK & SONS, Ltd., 268, Romford Rd., Forest Gate, E.7. Ora. 3464. [6302]

1950 Oxford saloon, heater, re-cond. engine, one owner; £465.

READ BROS. MOTOR CO. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1904. [C3048]

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—

1950 Morris Oxford saloon, grey, one private owner, heater and fog lamp, exceptionally clean and well cared-for car; £485.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1952 Oxford, one careful owner, recorded mileage 5,075, in leather; £575.—Speedwell 2564. [6005]

1952 (Sept.) Morris Oxford saloon, black/maroon leather, one owner, 12,300 miles; £245.—J. Fricker, Ltd., Park 5077. [C2016]

1950 (Oct.) Morris Oxford saloon, fitted heater, one owner, 18,000 miles only, immaculate; 3 months' guarantee; £485.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1041]

1950 Morris Oxford, 15,000 miles; £485.—John Gray, 20 Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

625 gns.—Morris Oxford 1953 model saloon, birch grey, heater, one careful owner, genuine 7,700 miles, terms, exchanges.—Rowland Smith, Below.

425 gns.—Morris Oxford, late 1949 saloon, one owner, good tyres, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1951 Morris Oxford saloon, small mileage; £495.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 1066. [C1076]

1951 Morris Oxford saloon, one owner, superb; £495.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

MORRIS OXFORD
1949 Morris Oxford saloon, heater, in superb condition, guaranteed; £425.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Kin. 2241, 1928. [C4063]

1952 Morris Oxford saloon, very nice condition, taxed; £575.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [6213]

4000 miles only, 1951 Morris Oxford saloon; £595.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 2588. [C1027]

1952 (August) Morris Oxford saloon de luxe, one owner, Clarendon grey, 8,000 miles only; £595, 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [C1034]

1952 Morris Oxford saloon, 12,000 miles, one owner, exceptional condition; £565.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2261-2. [C3067]

TANKARD & SMITH, Ltd., offer: 1953 Morris Oxford travellers' car, grey/red upholstery, one owner, 600 miles only, car as new; £715; 3 months' written guarantee.—194-196, King's Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026]

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloon, grey/red or green/green leather, 3,000 miles, one owner, as new, choice 2 from £615; 1951 green/green leather, low mileage, £409; 1949 grey/cream leather, one owner, £429; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

PRIVATELY OWNED Morris Oxford Cars Wanted
Ston Hill Surrey. Tulse Hill 2768. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1949 and 1950 good cars urgently required.—Cole's Garages, Worpole Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054]

MORRIS SIX
1951 Morris Six, heater, spot, taxed, recent overhaul including brakes etc., immaculate condition, as new, good tyres, would consider exchange; bargain £450 for quick sale.—Tel. Staines 4779 after 6 p.m. [6195]

Morris Six Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Morris Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HATTON'S will buy post-war Morris models; distance no object.—Lord St., Southport, Tel. 2268. (0796/R)

MARSTON MOTOR CO., for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0098/R]

THE CAR MART, Ltd., London, wish to purchase Morris cars.—37, Davies Street, W.1. Mayfair 5011. [0717/R]

Morris Spares and Service
MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0542/R]

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. Riv. 2644. [83054]

NASH
SIMPSON'S offer:—

RHD 1951 Nash sedan 4-door, radio, heater, 350 miles, low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

BARGAIN of the year!!! New 1955-4 show model Nash Rambler Country Club, 350 miles, overdrive, heater, list price £1,975; our price £1,550!!!

—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011]

NASH 1951 Ambassador de luxe saloon, grey, late property Nash Corp. executive, complete with twin heaters, overdrive, unused set front and rear seats; £1,195.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel. 345. [4894]

OLDSMOBILE
SIMPSON'S offer:—

1951 Oldsmobile 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles.

1949 Oldsmobile sedan 4-door, radio, heater, Hydramatic, grey, moderate mileage.

1947 Oldsmobile 4-door, green, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

B. J. HUNTER, Ltd., offer:—

1947 Oldsmobile streamline saloon, hydramatic extras; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]

DISTRIBUTORS (RAWLEIGH), Ltd.—Sales service and spares.—Blindley Heath, Nr. Lingfield Surrey, Tel. 530-1. [0217/R]

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £235; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036]

£275—1939/40 6-cylinder drop head fourseater coupe, steering column gear shift, radio, heater, leather, excellent tyres, a lovely fast economical roomy car.

BRIAN FINGLAS, Bugatti Sales & Service, 2, Pembroke Mews, W.11. Baywater 3551. After 6, Tulase Hill 4755. [C2009]

OLDSMOBILE
£1750—1952 Oldsmobile Rocket saloon, 3,800 miles only, heater, radio, seat covers, l.h.d.—Woking Motors (Maybury Hill), Ltd., [C4057]

£666!!! Oldsmobile torpedo-shaped sports saloon, full 6-seater, modern design and prototype 1948-1952 series; specimen condition throughout and looks, worth a million dollars; 3 months' guarantee; hire purchase, exchanges.

LAMBS of Wood Green Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

1951 Oldsmobile 68 4-door saloon, hydramatic, radio, heater, 20,000 miles, l.h.d.; £1,395.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 2588. [C1027]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600), Service Workshops and Spare Parts; 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Baywater 6626-7). [0576/R]

Oldsmobile Cars Wanted
OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R]

DISTRIBUTORS (RAWLEIGH), Ltd., Blindley Heath, nr. Lingfield, Surrey, Tel. 530-1. Will buy post-war models at good prices. [0113/R]

OPEL
OLYMPIA 11.3 saloon, 1937, good tyres, four-speed gearbox, any trial; £70; hire purchase.—Primrose 6159.

MAYNOR MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton Tel. 5266/4954. [0556/R]

79 gns.—Opel Cadet, October, 1937, saloon, good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Opel Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Opel Spares and Service
LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PLYMOUTH

495 gns.—Plymouth 1947 26hp special de luxe saloon, R.H.D., column gear change, one owner, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

PONTIAC

SIMPSON'S offer:—

RHD 1949-50 Pontiac 2-door, radio, heater, windscreen washers, champagne pink, moderate mileage.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

Pontiac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R]

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place Chelsea, London, S.W.3. Tel. Fiaman 7752-4.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0817/R]

Porsche

A.P.N., Ltd.
SOLE concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C3015]

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2361. Specialists in Porsche repairs and service. [0632/R]

Porsche Cars Wanted
REQUIRED, good used Porsche.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W3000]

RACING CARS

COOPER'S GARAGE (SURREY), Ltd., of Surbiton, Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0681/R]

RAILTON

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North Side, A.W.18. Vandyke 519. [0533/R]

1937 Railton 8-cylinder foursome drop head coupe, excellent condition; £295.—Lawton-Goodman, 56, North Audley St., W.1. [C3022]

1938 (November) Railton Cobham saloon, excellent condition throughout; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.8. Riverside 6077-5. [C2043]

Railton Cars Wanted
REQUIRED, good used Railton.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W3000]

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2843. [0650]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4658. [0421/R]

BRADSTOCK MOTORS, Ltd.

1952 (August) Renault 750 de luxe, fitted heater, twin Marchal spotlights, roof rack, etc., one owner, low mileage, excellent condition.—Chase Rd., Epsom. Tel. 633. [C1090]

HAROLD SIMONS, Ltd., offer:—

LATE November, 1950, Renault 6hp saloon, 52 mps, guaranteed lovely condition throughout; 3 months' written guarantee; service after sale; exchange offered; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., Epsom, Finchley N.3 (at North Circular Cross Rd., 5 minutes Trolley East Finchley Tube), Finchley 0652-33. [C4065]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:

RENAULT 750 saloons, 1953 to 1954, choice of 4; from £495. [C4065]

RENAULT.—1948 8.3 utility; £185.

RENAULT.—1939 12hp drop head coupe, dicky; £195.

RENAULT.—1937 18hp saloon de luxe; £150. [C4070]

1949 Renault 8 saloon, excellent guaranteed; £270. [C4036]

1950 Renault 760 saloon, green, beige upholstery, recorded mileage 18,000; a one-owner car in excellent condition. [C4036]

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2265. [C1070]

PART exchange clearance! 1939 Renault 12 drop head coupe, £125; also 1934 12 saloon, £75; both excellent condition.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1938.—1950 Renault 760 saloon, fawn with red upholstery, spotlight, Bray immersion heater, a specimen car.—John Lampitt, Talbot Inn, Cirencester, Tel. 760. [5989]

1953 Renault 750 saloon, blue, Motorola, 5,000 miles, beautiful condition, recommended, trials welcomed; £525; exchange, deferred.—B. Ringle, 46, Warren St., W.1. Eus. 3575. [6805]

395 gns.—Renault 750, late 1951, saloon, flashing indicators, one owner, small mileage, exceptional condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1939 Renault 12hp supercharged special modified body Renault van, outstanding performance, maroon, chrome looks and runs like new, interior lined, numerous de luxe extras, 60 mph uphill; bargain, £150 quick sale; photo 6d.—Mr. Parker, "Woodview", Buckholt, nr. Monmouth. [6130]

RENAULT

RENAULT 750, blue, de luxe model, with chromium headlamps, real leather, Dunlopillo upholstery, 1963 conversion with twin S.U. racing manifold, giving terrific acceleration, high maximum speed, yet 50mpg; special suspension giving better roadholding, nearly new tyres, and in nearly new condition throughout, radio, defroster, Lucas spot lamp; £500 or close offer.—Dorington, 159, London Rd., Kingston-on-Thames, Kingston 5621. [C1071]

Renault Cars Wanted

REALLY good rear-engined Renault required.—Stradling, 30, Harley House, London, N.W.1. [W1086]

MATFAIR GARAGES, Ltd., top cash prices for Renaults.—Balderton St., W.1. Mayfair 3104. [0416]

RICEARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R]

RILEY

PC PERFORMANCE CARS. Good selection of guaranteed Rileys. We select from our stock of 150 cars.

RILEY 2½-litre sports saloon, 1948, £485; Riley 2½-litre roadster, 1949, £525.

RILEY 1½-litre Sprite 2-seater, 1936, £305; Riley 9 Imm 2-seater, 1935, £275.

RILEY 1½-litre Kestrel saloon, 1936, £345; Riley 1½-litre Adelphi saloon, 1936, £195.

RILEY 9 March Special 1933, £95; Riley 9 saloon, 1931, £75.

IMMEDIATE hire-purchase, insurance, and part exchange; see also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 9841. [C3041]

MIDSTONE ENGINEERING Co.

1950 Riley 2½-litre Sportsman's saloon, this is without doubt one of the finest examples we have offered, finished in most beautiful duo grey with maroon leather interior, fitted demisters on both windscreen and rear windows, almost new radio, new heater, excellent tyres, just fitted new battery, two owners from new and in most immaculate condition throughout; £650.

1947 Riley 1½-litre saloon, finished in the original and unmarked, black with red leather interior, this is a low mileage car, in really excellent condition throughout; £495, terms, exchange.

BOTH the above cars have been cleaned under-chassis and sprayed with Rubulacel, both cars are also fitted with Bluecol antifreeze and are fitted with heaters.

CROSS St. Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000]

MAYFAIR COUNTRY CARS offer:—

1946 (July) 1½ Riley saloon; £450; terms, exchange.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008]

H. A. SAUNDERS, Ltd., of Worcester.

1949 Riley 1½-litre saloon, black with green leather; heater.

AUSTIN House, Castle St., Worcester. Tel. 2365. [C4005]

THE RILEY CENTRE (GORDON & GLYN).

OFFER from England's largest show of pre-war Rileys the following examples:—

£151.—1947 1½-litre saloon, one owner, stored since 1952, therefore in quite exceptional condition throughout, fitted heater, spotlight, leather upholstery.

£385.—1938 Big 4 Continental touring saloon, completely overhauled and restored, now like new.

£275.—1937 12/4 Kestrel 6-light sports saloon, a very sound motor car and well above average.

£225.—1936 12/4 Adelphi 6-light saloon, a handsome car, mechanically excellent.

£195.—1935 9hp Kestrel sports saloon, a smart little car in tip-top condition.

£165.—1934 series 9hp Lynx 4-seater sports in really beautiful mechanical order with smart coachwork and full weather equipment.

£135.—1934 9hp 4-seater tourer, excellent throughout, full weather equipment, taxed.

ALWAYS at least 20 Rileys in stock at prices and terms to suit everyone, all guaranteed; open every week-day from 9.30 a.m. to 6 p.m.

THE RILEY CENTRE, 189-193, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Square Tube). Sloane 8396/4436. [C3069]

RON SMITH Riley and Sports Specialist, Hove.

£325.—1938 16/4 6-light sportsman's saloon, overdrive, one owner.

£245.—1935 Adelphi, black, red leather, nice condition.

£65.—1935 Monaco, good mechanically; also 3 Falcons from £110, several others.—10, St. John's Rd., Hove. Tel. 35850. [6181]

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—

(new) 1½-litre, choice of colours; £1,205.

1952 (March) 2½-litre, ivory/red, radio and heater; £895.

1950 (October) 2½-litre, green/green; £695.

1950 (November, '48) 1½-litre, brown/red; £845.

49, Sloane Sq., S.W.1. Sloane 4727. [C1048]

RILEY

RILEY Falcon 1½-litre, 1937, good condition; £235.—Bow 5618 6-8 p.m. [6098]

CAMDEN MOTORS for Rileys.—1949 1½-litre saloon, excellently maintained, nominal mileage; £595.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1948 series, fitted heater and seat covers, original maroon finish; beautifully maintained, engine decked and generally overhauled; £595.

CAMDEN MOTORS for Rileys.—1½-litre saloon 1947, late registration model with some 1949 features; lately owned by local bank official and used for week-end motoring only; £545; earlier 1947 models from £495.

CAMDEN MOTORS for Rileys.—Other Rileys include 1939 Nuffield 1½-litre saloons from £295; 2½-litre saloons, Adelphi and Kestrel, 1939-40, from £325; and eight 9hp Rileys, all models, from £145.

CAMDEN MOTORS for Rileys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

SUSSEX specialists for Riley cars and spares.—Cayana, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R]

BEARDS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R]

1939 Riley 12 saloon, excellent condition; £250.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056]

1947 (December) Riley 1½ saloon, grey/red, radio, excellent condition; £325.—Dobsons, Ltd. (Riley Agents), Staines 501. [C1074]

1953 (Jan.) Riley 1½-litre saloon, maroon with red leather, heater, one owner, guaranteed 10,000 miles as new; £315.—Below.

1950 (April) Riley 1½-litre saloon, black with green leather, one owner, as new; £685; terms, exchange.—Gibsons Sports Cars (Kichurch), Ltd., Lymhurst Rd., Christchurch, Hants. Tel. 1681. [5789]

1936 Kestrel 9 saloon, black, projector, whole car in absolutely tip-top condition, any trial; £225.—Whitton, 14, Lysias Rd., S.W.12. [0683]

£160 o.n.o.—Riley 1½-litre saloon, 1935, engine recently overhauled.—L. Col. Chisnall, 6, South Audley St., Tel. Mayfair 7453/129. [6106]

1936 Riley 9 special series Kestrel, superb condition, enthusiast maintained 4½ years, 35mpg; £190 o.n.o.—Evelines, Emsborough 4455. [6234]

£225.—1937 Riley 9hp Monaco saloon, exceptional; ally clean; £75 down.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. [C1044]

1952 (Dec., 1951) Riley 2½-litre saloon, black, brown leather, Tygan covers, heater, screen washers, 30,000 miles; £795.—Hatch End 1577, business hours. [5252]

1952 1½ Riley saloon, green, fitted wireless and heater, small mileage, immaculate condition; £795.—Exclusive Cars Ltd., Jaguar House, 45, Penarth Rd., Cardiff. Tel. Cardiff 32094. [6023]

1949 (September) Riley 1½-litre saloon, black with red leather upholstery, one owner, 19,400 miles only; £545.—A. Day & Co., 18, Hardman St., Liverpool, 1. Tel. Royal 5037. [6052]

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry, Tel. 2148. [0446/R]

Riley Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood Leeds, 8, Tel. 58256/7. [0084/R]

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008]

PERFORMANCE cars urgently require Rileys.—Great West Rd., Brentford, Middlesex, Ealing 9841. [W3041]

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6222. [7785]

C.N.E. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1059]

POST-WAR Riley cars wanted.—Rom Motors, Ltd., Regent St., Hinchley, Leics. Tel. Hinchley 558. [5441]

CLARKE & SIMPSON require only immaculate post-war models.—49, Sloane Sq., S.W.1. Sloane 4727. [W1046]

ENTHUSIAST offers £500 for post-war Riley 1½, good body essential.—15, Michael Rd., London, S.E.25. [5991]

POST-WAR Rileys urgently required, best cash prices.—Ho Brook Motor Co., Ltd., Richmond, Surrey, Richmond 4014. [W2036]

GOOD 2½ 1950-51 3-seater sports Riley required by private buyer; full particulars and price to: Wilkes, Regent Hotel, Cheltenham. Tel. 2996. [5993]

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0969/R]

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch. Tel. 1681. [4661]

COLMORE DEPOT, Ltd., Manchester, will purchase post-war Rileys with a guaranteed history and mileage.—200, Deansgate, Manchester, 3. Eia. 3329. [4655]

XXX H. F. Edwards offer immediate cash for good Riley cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PRIVATE buyer requires 2½ Riley saloon, about 1950, one owner, low mileage preferred.—Details to 51, Holdenhurst Ave., Bournemouth East, Bournemouth, Tel. Southbourne 45476. [C079]

Riley Spares and Service
HARTLEY'S for Rileys, spares and service.—165-171 Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [C046/R]

ARCO ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kennington 7301. [C038/R]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country. Special equipment for mechanicals and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [C093/R]

RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moore's Agencies, Ltd., High St., Leamington Spa. Tel. 97. [C140]

ROLLS-ROYCE

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1947 2-door saloon coupe by Saatchi & Paris; painted blue and upholstered in maroon and beige leather, speedometer reading 21,000 miles; price £2,650.—Jack Barclay, Ltd., Bentley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082]

RIPON.

RIPON.

RIPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.
HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [C095/R]

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1949 James Young 4-door razor-edge sports saloon, black with blue hide, 45,000 miles; £3,500.

1948 James Young 2-door razor-edge sports saloon, black with brown hide, 16,000 miles; £3,350.

1937 James Young P11 sports saloon, dark blue with blue hide, 62,000 miles; £1,650.

1937 Barker 25/30 Sedan de Ville, black with hide and cloth upholstery; £2,995.

1935 James Young sports saloon with division, green with green hide; £690.

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C032]

P.B. Ltd., offer:—

1939 Rolls-Royce Wraith Park Ward semi-razor-edge owner-driver sports saloon, 2-tone beige-grey leather, engine just completely overhauled, exceptional car.

1933 Rolls-Royce Phantom II Park Ward sports saloon, black, red leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C0353]

JACK OLDING, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1948 Silver Wraith Park Ward saloon, one owner, black/beige hide, undergoing renovation, 35,000 miles.

1938 25/30 Thrupp & Maberly sports saloon, black/brown hide; £1,450.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 8245. [C0303]

FRANK DALE offers:—

1947 Phase III fourseater d.h. coupe by Gurney Nutting.

1937 Phase III fourseater d.h. coupe by Gurney Nutting.

1939 20hp fourseater d.h. coupe Replicas; £425.

1935 25hp owner-driven sports saloon, specimen car.

61, Lancaster Mews, Lancaster Gate, W.2. Paddington 4681. [C1067]

RUSSELL MOTORS offer:—

1939 Rolls-Royce 25/30 GXR series 4-door sports saloon by Cockshott, radio, heater, screen washers, etc., exceptional condition throughout.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

VINTAGE AUTOS offer:—

A SELECTION of 10 pre-war Rolls, including

ROLLS 20/25 smart, small owner-driver saloon with detachable boot, new tyres, etc., mint condition; £495.

ROLLS 30 1928 owner-driver saloon, new tyres, battery etc.; £145.

VINTAGE AUTOS, 66, London Rd., Tooting, Mitcham 3951. [C4039]

KNIGHTSBRIDGE MOTORS, Ltd.

1933 (December delivery) 25hp owner-driver sports saloon by Hooper, black and green, bucket seats to front; £725.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2063]

ROLLS-ROYCE

CHIPSTEAD MOTORS, Ltd., offer:—

20hp 1929 Hooper fixed head sports coupe, recellulosed blue and black, specimen; £395.

20hp modernized and fitted beautiful 4-door convertible Tickford sports body by Salmons, 1938

swept tail, recellulosed dual colours, specimen; offers

25hp 1934 series very low Thrupp & Maberly r.h.d. coupe, black/red, new leather hood, specimen

chassis, lovely car; £665.

25 (Feb., 1933) owner driver Van den Plas, black/beige leather, boot, discs, bumpers, absolutely immaculate; £545.

PHANTOM II Continental Owen Gurney Nutting sedan, coupe, late 1933, dark green, reconditioned engine, etc., late property of film star, specimen; offers.

PHANTOM II late 1935 model, fitted new streamlined fourseater drop head coupe body 1946-7, white with red leather, chassis overhauled, radio and heater, etc., without doubt the most attractive P.2 in the country.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kennington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works; £1,150.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [C2034]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Rolls-Royce Phantom III, fitted with very attractive Park Ward owner-driver limousine with de ville extension; this car has only completed 5,000 miles since Rolls-Royce overhaul at a cost of £200; £1,150.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

25hp Rolls owner-driver hard top close-coupled sal., radio, heater, ex. cond.

TICKFORD, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029]

ROLLS-ROYCE 40/50 Phantom II (February, 1934) sports saloon with boot, magnifying condition; £375.

GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.1. Euston 4466. [C5023]

1939 Rolls-Royce limousine, Phantom III, dark box 3176, mileage 77,000, chauffeur maintained.—Box 3176. [C645]

1940 Rolls-Royce, owner-driver, Wraith body by James Young; price £1,550.—Central Garage, Tel. Croydon 7464. [C5923]

1934 20/25 H. J. Mulliner owner driver saloon; £655.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061]

1939 Rolls Wraith, owner driver, modern semi-razor edged, sloping boot, 62,000 miles, overhauled.—Box 3173. [C6242]

CAMDEN MOTORS, for Limousines.—The largest selection in the country, over 60 in stock.—See full page advert. age 47 in this issue. [C1055]

1935 20/25 7-passenger limousine, one owner, face-forward seats, black, small mileage; £695.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4012]

FUNERAL trade, 1937 Rolls complete with brand new hearse body; also 1935, written guarantee. Wraith chassis, ready for any type body to suit your requirements. Write.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., A Head Office Hearse Enquiries Station Approach, Kew Gardens, Richmond 1161. [C6015]

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claremont & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith Riverside 7644. [C5066]

1928 20hp chassis fitted with attractive sports saloon body in 1936, one owner since that time, and recent engine overhaul; £295.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012]

1929 Rolls-Royce saloon car, Hooper body, by auction on February 11th at The Lodge, South Warnborough, Hants.—Alfred Pearson & Son, Fleet Rd., Fleet, Hants. Tel. 1066. [C6220]

GUY ALFRED & Co., Ltd.—1931 Rolls 20/25 owner-driver saloon, any examination given, above average condition; 1935 model Rolls-Royce saloon, owner-driver, swept back, ride control.—6-7, Warren St., W.1. Euston 3268. [C1005]

1933 (September) Rolls-Royce 20-25 Barker 4-door de luxe saloon, fitted drop division, in really exceptional condition throughout; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6671-3. [C2043]

1935 Rolls 20/25, one owner-driver sports saloon, with large swept boot, superb condition throughout, with two spares and Acs discs, nearest £700.—Wood Lane Garage, Timperley, nr. Manchester. Ringway 3160. [C6225]

£295—Rolls-Royce 20/25 1932 Park Ward owner-driver saloon, delightful condition, grey cellulose with loose covers over blue leather upholstery, mechanically above reproach and motors as it should; outstanding value at £295; terms, exchanges.

C.N.K. MOTORS, 353, Finchley Rd., Hampstead, N.W.3. Hampstead 5712. [C1052]

20/25 Rolls-Royce owner-driver saloon, exceptionally pretty lines, excellent mechanical condition; £675; also 1935 Rolls-Royce Phantom II owner-driver saloon; £675; and 20hp Rolls-Royce 7-seater, £585; both in very fine condition; exchanges with cash adjustment on either side.

SWANMORE GARAGE, 176-180, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 4334. [C4024]

395 gns.—Rolls-Royce, 1933 Phantom II 40/50hp Barker 4-door sports saloon, sliding head, leather discs, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Lamestead (Hampstead Tube). Hampstead 6041. [C4013]

ROLLS-ROYCE

A&S display extensive selection privately owned mechanically.

A&S Limousine 1935/25hp, partitioned, Hooper, Thrupp, forward occasional, outstrip tail, bargain. £585.

L IMOUSINE 1936, outstrip tail, black, Hooper, 7-L forward, carefully maintained, privately owned, history available, reasonable cost.

L IMOUSINE 1938-50hp, Hooper partitioned Deluxe Coachwork, forward occasional, privately owned, mileage 44,000, magnificent condition throughout, competitive price.

9280, Park Ward partitioned black Limousine forward occasional, unblemished condition (detailed history available), unrepeatable opportunity. £1640

W ritten, forward occasional, meticulously maintained recorded mileage 25,000, black, £1400.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolla-Royce Spares and Service
JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolla-Royce cars.

SERVICING or overhaul work, & chassis renovations and accident work; large stocks of spares.—Dartmouth St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Faxman 2223. (S1082/R)

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair G266.

SPARE parts.

SERVICE: Barnadele Yard, off Elgin Avenue, W.9. Tel. Cunningsham 5936-7-8. (S614/R)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3363. (C064/R)

ROVER 10

BRADSTOCK MOTORS, Ltd., offer:—

1946-7 Rover 10 saloon, black, brown leather, fitted radio and heater, low mileage, excellent condition throughout; £465.—Chase Rd., Epsom. Tel. 633. (C1090)

1940 model Rover 10 black saloon, heater, one owner, good condition.—Tel. Tilbury 674. (S326)

CAMDEN MOTORS, for Rover 10s.—Full range of all models.—See full page advert. page 47 this issue. (C1035)

1939 Rover 10 saloon, grey, one careful owner, 34,906 miles only; £265.—Whitlaw & Harper, Ltd., 174, Upper Richmond Rd., S.W.14. Pro. 4455. (S161)

295gms.—Rover 10, 1940 model saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

ROVER 12

1939 Rover 12 saloon, with radio; £225.—Speedwell 7564. (S6013)

CAMDEN MOTORS, for Rover 12s.—Full range of all models.—See full page advert. page 47 this issue. (C1035)

A.Z. MOTORS offer 1948 Rover 12 de luxe saloon, perfect condition, Rover maintained throughout; £475.—Palmerston Rd., N.W.6. Mal. 4723. (C1011)

1947 (September) Rover 12 6-light saloon, black with lawn upholstery, fitted radio, heater, lamp, low mileage, one owner, original condition; £495; hire purchase and part exchanges.—JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (C1036)

£485!!! 1946 Rover 12 saloon, drive it, it feels new, open the doors, look inside, it's spotless, one of the finest Rovers we have had; 3 months' guarantee; hire purchase, exchanges.—LAMBS of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

£295—Rover 12 saloon, 1937 model, approximately £250 spent on reconditioning; gift for the discerning purchaser.—Chippstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052. 7253/7154. (C1046)

395gms.—Rover 12, 1946 de luxe saloon, sliding head, leather, excellent condition, choice of 4 Rover 12s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

ROVER 14

CAMDEN MOTORS, for Rover 14s.—Full range of all models.—See full page advert. page 47 this issue. (C1035)

1938/9 Rover 14 de luxe saloon, black, blue leather interior, any trial or inspection; £275.—Howard 1452. (S627)

£195—1937 Rover 14 sports saloon, unrepeatable bargain; £195 or £70 down.—Gray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1939 Rover 14 de luxe saloon 6-light, 1947 features, original condition throughout; £295; exchanges, terms.—Palmer, 3, Russell Gardens, Maida, Kensington, W.14. Park 9704. (C3056)

1939 Rover 14 saloon, black/brown leather, two owners from new, reconditioned engine, excellent body and mechanically; £285.—Gordon White & Co., Ltd., Gerrards Cross 7077. (S649)

£475!!!—1946 Rover 14 de luxe saloon, speedometer reads 24,000, whole vehicle like brand new and irreplaceable at this price; 3 months' guarantee; hire purchase, exchanges.—LAMBS of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

ROVER 16

1947 Rover 16 4-light sports saloon, one owner, beautiful condition; £495.—8a, Cromwell Mews, South Kensington, Fla. 0513. (C2014)

ROVER 60 & 75

NEWNHAMS Ltd.

1952 Rover 75 saloon, black, loose covers, carefully used; £395.—NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4648. (C3024)

PHILIP RICKARDS, Ltd., offer:—

1953 Rover 75, black, radio covers, 9,000 miles; perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (S3051)

ROVER 60 & 75

COX'S, of Leicester!!!

COX'S—Specialists in carefully used Rovers, largest selection.

COX'S—1950 Rover P.4, black with green leather, fitted radio and heater, low mileage, faultless condition; £435.

COX'S—1953 (March) Rover P.4, 4,000 miles, black, red leather, fitted heater, cigar lighter, additional lamps; £1,125.

COX'S have several other fine examples of Rover cars for your choice.

CASH, terms, exchange.

COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. (C1059)

GUY SALMON AUTOMOBILES offer:—

1950 Rover 75 P4 saloon, ivory/red leather, 25,000 miles, excellent condition; £795.—Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5551-2-3. (C4001)

PHENIX MOTOR Co. (SURREY), Ltd., offer:—

1948 (Sept.) Rover 75 P.5 saloon, black, red upholstery, fitted loose covers, moderate mileage, an exceptional example of this series; £595.

PHENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. (C5044)

1953 Rover 75 saloon, black, etc., 8,000 miles.—Weybridge 600. (C4023)

1951 Rover 75 4-door saloon, 13,000 miles, immaculate; £650.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2574-5. (S1636)

CAMDEN MOTORS, for Rover 60s.—See full page advert page 47 this issue. (C1035)

1951 Rover 75 saloon, black, equipped with radio and various extras; £375.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. (S149)

1952 (Oct.) Rover 75 sal., blue, 13,000 miles, one owner, H.M.V. radio, as new; £1,025.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. (C4029)

CAMDEN MOTORS, for Rover 75s.—Full range of all models.—See full page advert page 47 this issue. (C1035/1)

1953 Rover P.4 saloon, black, grey leather, extras, 8,000 miles, superb condition; £1,085.—Robbins, East Putney, Tel. 4581. (C3010)

1952 (first registered) Rover P.4, beautifully maintained, only moderate mileage, guaranteed for 3 months; £945.—J. Coaster & Co., Ltd., Oxford. Tel. 2272-5. (S6021)

1951 Rover 75 saloon, black, 17,000 miles only from new, one careful owner, fitted H.M.V. radio and numerous extras, a car we can thoroughly recommend; price £695.

NEWTON OF Huddersfield, Automobile Distributors, Huddersfield, Tel. Huddersfield 3311 (3 lines). (S567)

FERNHILL HEATH MOTORS offer:—1951 Rover P.4 saloon, black with red leather, 16,000 miles, heater, as new throughout; £885; exchanges.—Fernhill Heath Motors, Worcester. Tel. Fernhill Heath 370. (S6091)

ROSE & YOUNG, Ltd., offer 1948 Rover 75 saloon, fitted radio and heater, exceptional condition, grey; £545.—65-69, Stenhouse Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. (C3057)

A.Z. MOTORS offer director's own Rover 1951 (July) P.4 black saloon, superb condition, 19,000 miles genuine, maintained by Rovers throughout, heater, radio, loose covers, link mats, any examination, real opportunity; £875.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. (C1011)

XXX 1949 (May) Rover 75 saloon, a really immaculate one-owner car, black with red leather, H.M.V. radio and loose covers, delightful performance, a car which a Rover enthusiast would be proud to own, written guarantee; £660; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. (S111)

HARVEY HUDSON, Ltd. (The Land-Rover Specialist), offer:—

1951 Land-Rover, 9,000 miles, one owner, in outstanding condition; £395.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. (C2039)

1950 Land-Rover, 35,000 miles, very good condition; £275, choice of several others from £250.—Dunham & Haines, 48, Castle St., Luton 2100-1. (C1079)

Land-Rover Cars Wanted

LAND-ROVER wanted, good condition essential.—34, The Drive, Ilford. Val. 1487. (S6068)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rovers.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

HARVEY HUDSON, Ltd. (The Land-Rover Specialist), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. (W2039)

ROVER MISCELLANEOUS

BEARDS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548. (C080/R)

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLYS House, 325, Euston Rd., N.W.1. (Euston 6444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21336).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (C029/R)

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

COMBES & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars, owners appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (C042/R)

PRIVATE buyer requires 1939 Rover 35 drop head 16 or sports saloon considered.—Box 3177. (S246)

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6822. (W7756)

FULL value paid for Rover or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

POST-WAR Rovers urgently required, best cash prices.—Holbrook Motor Co., Ltd., Richmond, Surrey. Richmond 4014. (W2036)

R. F. POWELL MOTORS, Ltd., East London area dealers, Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (W4046/R)

XXX H. F. Edwards offer immediate cash for good Rover cars.—Dralls, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. (C0219/R)

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). (C009/R)

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. (C0047/R)

R. F. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (W4046/R)

BARKING.—For full stocks of spares and genuine dealers.—Rover agents come to Alben's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripley 1285. (S018/R)

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Chesham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (S0556/R)

SIDDELEY SPECIAL

SIDDELEY SPECIAL 7-seater saloon, de ville, immaculate car, amp; £165; terms.—Eli. 2810. (S6231)

SIMCA

1954 Simca Aronde saloon, 2,500 miles, showroom condition guaranteed.—C. V. Rushmer, Fiat Specialist, 59, Holland Park, W.11. Park 5731. (S3061)

SINGER

SLOCUMBES, Ltd.

SINGER Roadster, unmarked and first-class order, with three months' guarantee; £395, or £133 deposit; part exchanges, cars, motor cycles or three-wheelers.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869; nearest Underground, Dollis Hill Stn. (C4017)

B. J. HUNTER, Ltd., offer:—

1951 Singer S.M. saloon, recent check-over, positively unmarked; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 5303. (C2040)

H. A. SAUNDERS, Ltd., offer:—

1952 Singer 9 Roadster, black, beige upholstery, recorded mileage 15,600; £445.

836—942, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

SINGER 12hp saloon, 1939, clean; £160, terms.—Eli. 2810. (S6232)

1949 (March) Singer 10 saloon, one owner, 45,390 miles, seat covers; £325.

1951 (March) Singer SM1500 saloon, grey/blue hide, heater, 12,500 miles, strongly recommended; £470.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

1949 (September) 14hp Lea-Francis special drop head coupe, finished in grey; £275. S.W.7. Fremantle 3333 [C1083]

CHAIN Gang Fraser Nash 1½-litre (Meadows engine) stark 2-seater, completely rebuilt in 1949, finished in Alfa red £135.—Kills, 2, Victoria St., Staple Hill, Bristol. Tel. 52255. [6090]

VINTAGE Rover (1927), 2½-seater, fixed head coupe with dicky, 16/50 overhead camshaft engine, one previous owner from new, absolutely unmarked and in perfect original condition including tool kit and instruction manual; £95.—John Lampitt, Talbot Inn, Cirencester. Tel. 760. [6030]

Sports Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

BARTLETT will pay more for good sports cars.—27a, Pembridge Villas, W.11. Bayswater 5071013 [W2013]

LOW-PRICED sports car wanted, will collect.—C. L. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [6077]

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam, Talbot, Morgans, etc.; please write, phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 824-5, Harrow Rd., Wembley, Middx. Wembley 6059-9. [C3013]

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barrow, S.W.13. River-side 6496. [0753/R]

STANDARD 3

SLOOMBES, Ltd., Standard 3's, choice of three 1946/7 saloons and 3 drop head coupes with three months' guarantee; £245 to £285; part exchanges, cars, motor cycles or three-wheelers.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [C4017]

PHILIP RICKARDS, Ltd., offer:—

1953 Standard 3 saloon, black, heater, 4,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1948 Standard 3, grey; £270. [6210]

BERKELEY Square, W.1. Grosvenor 4343. [6210]

1946 Standard 3 2-door saloon, black/blue upholstery; £225.—J. Fricker, Ltd., Park 5071013 [C2016]

1954 model Standard 3 saloon, many extras, as new; £460.—S. F. Erskine & Sons, Ltd., Commercial Rd., Woking 330. [C2051]

1947 Standard 3 saloon, one owner, 27,000 miles; genuine; £275; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harrogate. Mountview 5228 and 5774. [C4054]

1946 2-door saloon, grey, blue leather, one owner, reconditioned throughout; £230.—Prospect 7315 [6176]

295 gns.—Standard 3, late 1946, four-seater drop head coupe, black, excellent condition; terms; exchanges.—Rowland Smith, below.

265 gns.—Standard 3, September, 1947, saloon, black, sliding hood, very good condition; terms; exchanges.—Rowland Smith, below.

265 gns.—Standard 3, 1946, four-seater, leather, new hood, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

STANDARD 3 saloon, in spotless condition; genuine bargain, £260; taxed.—Speedwell Garage, Millrow Rd., Rochdale. Tel. 4117. Great bargain. [6067]

1947 (November) Standard 3 saloon, colour grey, new engine being fitted; £285.—J. F. Cove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

1948 Standard 3 drop head coupe, genuine low mileage, practically unblemished, one owner; £285.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

BRUTONS, Ltd.—Standard 3 1947 drop head, new hood, 38,000 miles genuine, just fitted replacement engine, well shod; £295.—13-14, Oaten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026]

JULY, 1949, grey Standard 3 tourer, one brand and 4 almost new tyres; £235; taxed to end of year.—Tel. Goddard, Vlg. 2098 business, or Burgh Heath 3501 after 7 p.m. [6026]

£259—1946 model Standard 3 drop head coupe, black, red leather, excellent throughout; deposit £87; exchanges, immediate terms, etc.—Makin & Harrison, 492-6, High Rd., W.4. Chiswick 6536. [C3071]

1947 Standard 3 drop head coupe, one owner, small mileage, maintained by Standard agents, perfect mechanically, recollapsible black grey with maroon hood; a specimen car at £275.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050]

STANDARD 10

£185—1936 Standard 10 saloon, 4-door, black, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2072]

STANDARD 12

£79—1937 Standard 12 saloon; terms.—Autonips, 5, Balham High Rd., Balham 1509. [C1009]

£325—Standard 12 1947 d/h four-seater, superb condition, new hood, tip-top mechanically, very good tyres; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds. Eolland Park Tube.) Exchanges, h.p. [C1017]

265 gns.—Standard Flying 12, 1939 de luxe saloon, sliding head, leather, i.p.s., very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

STANDARD 14

STANDARD 14hp saloon, black/red, engine recently rebored; price £295. & R. GARAGE Ltd., 33, Victoria Rd., Surbiton. Elmidge 6700. [C2025]

STANDARD 14 saloon, choice of two, 1946/7; from £225.—Speedwell 2564. [6012]

1947 Standard 14 saloon, guaranteed; £295; payments.—Oldfield, 356, Kensington High St., W.14. Wes. 6631. [C3029]

1948 Standard 14 de luxe, black, heater, finished leather; £315.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [C3037]

1948 Standard 14, one owner, low mileage, absolutely as new; £385.—Blue Star Garages, 364, Kensington High St., W.14. Western 9851. [5978]

1949 Standard 14 saloon, l.h.d., one owner, black, good condition; £270; exchanges, h.p.—11, Perryman, Fretwick, Manchester. Fretwick 2057. [6154]

£325!!! Standard 14 de luxe saloon, magnificent, y looks and runs like new; 3 months' guarantee; hire purchase, exchanges.

LAMBS of Wood Green, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

1939 Standard 14hp, black and red leather, excellent condition; £185.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

1948 Standard 14 de luxe saloon, one owner, original condition, guaranteed; £350; exchanges, terms.—Peters, 53, York St., Twickenham. Popesgrove 1890/7087. [C3054]

STANDARD VANGUARD

ALWAYS

STANDARD Vanguards. A selection with a written guarantee and free after sales service at

NAYLOR & ROOF, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [3022]

CAR MART, Ltd.

1953 Standard Vanguard Phase II saloon; £715.

1952-53 Standard Vanguard Phase I saloon, heater; £595.—Car Mart, Ltd., 37, Davies St., W.1. Mayfair 5011. [C1039]

H. BEART & CO. Ltd.

1952 de luxe saloon, bonnet blue with red leather upholstery, radio and heater, one owner, genuine 13,000 miles; £550.—102, London Rd., Kingston-on-Thames, Tel. 3548. [C1081]

OVERSEAS CARS, Ltd., offer:—

1952 Standard Vanguard saloon, grey, red leather, heater, 22,000 miles; £555.

OVERSEAS CARS, Ltd., 227, Brampton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031]

WARWICK WRIGHT, Ltd., offer:—

1952 Standard Vanguard saloon, radio, blue, 17,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 978. [C4045]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1952 Standard Vanguard saloon, grey, excellent condition throughout, fitted H.M.V. radio taxed; £585.—D. J. Shepherd & Co. (Enfield) Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 Standard Vanguard Phase II, black, red leather, radio and heater, low mileage; £685.

BERKELEY Square, W.1. Grosvenor 4343. [6209]

1951 Vanguard, grey, heater, low mileage; £465.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [C3037]

1952 (July) Vanguard, blue, blue leather, heater, etc., excellent condition; £535.—Robbins, East Putney. Tel. 4521. [C3010]

£434!!!—1950 Standard Vanguard saloon de luxe, with fawn upholstery, heater, new tyres, etc.; 3 months' guarantee; hire purchase; exchanges.

LAMBS of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

1952 (April) Standard Vanguard saloon, green with fawn upholstery, heater, 23,700 miles, one owner, a clean and genuine car; £535.

RICHARD TAYLOR (GARAGES), Ltd., Victoria St., Stourbridge, Worcs. Tel. Stourbridge 5171. [6049]

625 gns.—Standard Vanguard, 1953, saloon, gun-metal, heater, one careful owner, small mileage, original spare unused; terms; exchanges.—Rowland Smith, below.

745 gns.—Standard Vanguard, July, 1953, estate car, radio, heater, one owner, genuine 5,800 miles, practically new, cost over £500; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4013]

STANDARD VANGUARD

1950 (Sept.) Vanguard saloon, with heater, black with beige leather upholstery; £425.

WALTERS MOTORS, Ltd., 356, High St., Ponders End, Enfield. Howard 1646 or 1931. [6241]

1953 (June) Vanguard Phase II, mileage 2,500, as new; £645.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [6218]

1953 Standard Vanguard de luxe saloon, genuine 11,000 only, rad o. heater; £275.—3 se. Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. [6034]

5000 miles only 1953 Standard Vanguard II saloon; £695.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 5598. [C1027]

ARCHIE SIMONS & Co., Ltd.—1951 Standard Vanguard saloon, grey/red leather, nominal mileage, one careful owner since new; £495.—94, Ot. Portland St., W.1. Lan. 1343. [C4013]

1949 (Oct.) Vanguard, grey, grey leather, mileage 25,000, condition as new; £415; payments possibly arranged.—24, Parkland Grove, Ashted, 2379. [6059]

1953 Standard Vanguard Phase II, beige with blue interior, 4,000 miles only, as new throughout; £695.—Belle Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

1952 Vanguard with leather, heater and Tyan loose covers, one owner; bargain; £575, or £192 deposit and 18 monthly payments; exchanges.—Starnes Motors, Standard Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [5800]

1952 (April) Standard Vanguard, grey, red leather, maintained by us for one owner, in excellent condition; £550.—Brookbridge Service Dept., South Rd., South Middlesex. Southall 2655. [6181]

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloons, silver grey/grey or grey/red leather, heater; one owner; 15,000 miles, overdrive; choice 2 from heater; radio; choice 3 from £485; 3 months' guarantee; terms, exchanges, lists.—Stockwell Road, S.W.9. Brixton 6251 [C3061]

Standard Vanguard Cars Wanted

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WHY accept less for your Standard Vanguard estate car or saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End Croydon, Croydon, 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham Bromley, Sidcup, Bexleyheath and Farnham. [0026/F]

Standard Miscellaneous Cars Wanted

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned Standard 12 or 14.—5, Bras Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

MARSTON MOTOR CO., Ltd., for your Standard.—N.15. Tel. 8100.—Seven Sisters Rd., Tottenham. [0181/R]

XXX H. F. Edwards offer immediate cash for good Standard cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 5012. [W2003]

Standard Spares and Service

KJ MOTORS, Ltd., for spares, reconditioned units; Gilling agents.—Bromley, Kent. Rav. 3456. [0367/R]

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29439. [0301/R]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R]

STANDARD spares all models from 1935; replacement units, complete overhauls, recollapsible.—Puttucks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [4251]

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522]

STANDARD and Triumph spares and service; replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway, Bexleyheath. Tel. 1666-7. [0247]

MARGATE, Kent.—Service and spares for all models, M.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. T. 24005. [4250]

GEAR boxes; modified gear pairs supplied all models 1934-39; write for quotation; early delivery; trade enquiries invited.—Car Facilities, 2, Woodside Green, S.E.25. [6185]

STANDARD spares for all models, largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R]

L ANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Glirling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5905/R. (C002/R)

STUDEBAKER

1936 Studebaker saloon, excellent condition, overdrive, amazing value; £75/11 A. Z. Motors, Palmerton Rd., N.W.6. Mal. 4723. (C1011)

1947 Studebaker Champion 6-seater saloon, radio, heater, overdrive, low mileage, in beautiful condition.—Full particulars Box 5041. (C0428)

1951 Studebaker Commander convertible, hydro-matic, many extras, 12,000 miles.—Joe Thompson Motors, Ltd., 97, Fulham Rd., South Kensington, S.W.3. Ken. 4858. (C0428)

STUDEBAKER Champion, Regal Starlight coupe, cream and blue (November show model), 600 miles; £2,250 or offer.—Jackson, Pine Corner, Bassett, Southampton. Tel. 66141. (C0001)

1949 Studebaker Champion convertible, radio, heater, power-operated hood and overdrive, beautiful condition;—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. (C0406)

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shadon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. (C035/R)

SUNBEAM-TALBOT

B. J. HUNTER, Ltd., offer:—

1952 Sunbeam-Talbot 90 drop head coupe, specially selected chassis, host of extras, nylon hood, radio; £775. (C0406)

1951 Sunbeam-Talbot saloon, fast and luxurious; £625. (C0406)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. (C0406)

AUTOMOBILIA, Ltd., offers:—

1951 Sunbeam-Talbot 90 foursome convertible coupe, metallic blue, beige leather, excellent condition; £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3991. (C1089)

WARWICK WRIGHT, Ltd., offer:—

1954 (series) Sunbeam-Talbot 90 saloon, Alpine mist, 2,000 miles; £1,065. (C0406)

1952 Sunbeam-Talbot 90 saloon, heater, black, 17,000 miles, £795; another in sun grey, similar mileage. (C0406)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C0406)

GUY SALMON AUTOMOBILES offer:—

1952 Sunbeam-Talbot 90 saloon, black/red leather, heater, 4 new Dunlop tyres, a perfect example; £750. (C0406)

1950 Sunbeam-Talbot 80 saloon, black/brown leather, 21,000 miles, Marchal head lamps, extremely good condition throughout; £595. (C0406)

1950 Sunbeam-Talbot 90 coupe, genuine 12,000 miles only from new, one owner, H.M.V. radio, heater, quite exceptional condition; £650.—Portsmouth Rd., Thames Ditton, Esherbrook 2-3. (C0401)

1947 14hp Sunbeam-Talbot sal., grey, one owner, 30,000 miles, ex. cond.; £375. (C0406)

TICKFORD, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3338. (C0406)

!! Chislehurst Motors, Ltd.—See our advertisement under Sports Cars. (C1046)

£275!!!—1939-40 Sunbeam-Talbot 10 sports tourer, excellently maintained throughout.—Below. (C0406)

£444!!!—1947-8 Sunbeam-Talbot 2-litre sports saloon, 14hp, tremendous performance with economy; 3 months' guarantee; hire purchase, exchanges. (C0406)

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C0352)

1951 Sunbeam-Talbot 90 saloon, blue, one owner; £665.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (C1076)

1951 Sunbeam-Talbot 90 saloon, bronze, extremely smart; £685.—Richards & Carr, 35, Kennerston St., London, S.W.1. Sloane 5425. (C0345)

1939 Sunbeam-Talbot 4-seater tourer, very smart; £75 down balance 18 months.—Beardmore, 26, Queensway, W.2. Bayswater 0136. (C1015)

1939 Sunbeam-Talbot 10, metallic grey, an excellent example; £510.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C04019)

1946 Sunbeam-Talbot 10hp grey sports saloon; £425.—R. W. Matthews, 147, Tachbrook Rd., Leamington Spa. (C0406)

1951 Sunbeam-Talbot 90, blue, beige leather, radio, special heater, many extras, in perfect condition; snip, £665. (C0406)

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 5150. (C1075)

CAMDEN MOTORS for Sunbeam-Talbots.—Full range of all models.—See full page advert. page 47 this issue. (C1035)

1949 Sunbeam-Talbot Plus 90, first registered August, outstanding condition, finished gun metal with grey leather upholstery; £495.—Hader's Garage, Ltd., New St., Chelmsford. (C0406)

1954 Sunbeam Alpine sports 2-seater convertible, 1,200 miles only, special heater, etc., for sale; £1,150 or will exchange for new or 1954 used XK120 convertible.—Box 3065. (C0406)

SUNBEAM-TALBOT

SUNBEAM-TALBOT tourer, Concours d'Elegance winner, Eastbourne Coronation Rally winner, Sunbeam Owners club, and many others; £525.—Dunham & Haines, 46, Castle St., Luton 2100/1. (C1079)

1950 (August) Sunbeam-Talbot 90 drop head coupe, one owner, colour grey, in good condition; £485.—Carter, Harold Gdns., Wickford, Essex. Tel. Wickford 3067. (C0396)

1950 model Sunbeam-Talbot 90 saloon, black, low mileage, exceptional condition, 3 months' guarantee given; £575.—P. T. Inwards, Ltd., 475, Cranbrook Rd., Ilford, Essex. Valentine 1066. (C0224)

£525—Sunbeam-Talbot 90 saloon, green, beige interior, 34,000 miles, 1949 model, radio, quite the most immaculate and original specimen offered.—Elm Autosales, 68, Hartfield Rd., Wimbledon S.W.19. Wimbledon 4625. (C0267)

325 gns.—Sunbeam-Talbot 10, July 1940 sports 4-seater, leather, unusually well, exceptional condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

£585—1951 (July) Sunbeam-Talbot 90 saloon, colour black, red leather, mileage 24,000, one owner, fitted loose covers, radio, heater, spots, car unmarked; 1/2 deposit.—Simms, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. (C0418)

Sunbeam-Talbot Cars Wanted

R. ROOTES Distributors

REQUIRE modern low-mileage Sunbeam-Talbot cars. **BIRMINGHAM**—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 3533).

CANTERBURY—(Canterbury 3252).

ROCHESTER—(Chatham 2231).

WROTHAM Heath—(Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (C0111/R)

ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY, '47-'48 10hp saloon.—Wilson, 221, Pope's Lane, W.5. Eal. 8162. (C0604)

BARTLETT will pay more for good Sunbeam-Talbots.—27a, Pembroke Villas, W.11, Bayswater 0523. (W1013)

CONVERTIBLE Sunbeam-Talbot or Minx or A50, mileage under 10,000, wanted private buyer, cash.—Box 3126. (C1222)

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (A462)

BIRMINGHAM and Midlands—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (C0069/R)

CRIPPS of Nottingham, urgently require all recent models of Sunbeam-Talbot Cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46381. (C0465/R)

XXX R. F. Edwards offer immediate cash for good Sunbeam-Talbot cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2005)

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot Specialists, are the best cash buyers of Sunbeam-Talbot 90, Mark I, II and IIIA saloons.—35-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. (C0097/R)

TALBOT

£198 Talbot 10 1936 sports sin., beautifully kept, 1800 engine just overhauled, unusually good condition, also d/h coupe, 1937, £225; many others. (C1017)

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds. Holland Park Tube), Exchanges, B.D. (C1017)

1937 Talbot 110 sports saloon, excellent condition throughout; £250 or offer.—Long, 53, Old Park Ave., Sheffield, 8. (C1019)

125 gns.—Talbot, 1938, 3-litre saloon, sliding head, leather, 1 1/2 manual gear change, radio; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

Talbot Cars Wanted

ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knights Hill, London, S.E.27. Gipsy Hill 0132. (C0864/R)

JOHN BLAND for pre-war Talbot spares and repairs: many spares manufactured including water pumps, water manifolds, oil filters, etc., exchange service; spindled wheel hubs.—27, Southfields Rd., S.W.15. Vandyke 1612. (C0986/R)

TRIUMPH

CAR MART, Ltd.

1952 Triumph 2000 Renown saloon, heater; £775. (C1039)

1952 Triumph Mayflower saloon, heater; £495.—Car Mart, Ltd. Welsh Harp, Edgware Rd., N.W.9. Hendon 6590. (C1039)

TRIUMPH

DICKS, 1948 Triumph 1800 coupe, late property of engineer; £470. (C1079)

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6883-3. (C1072)

SCOTT CARS offer:—

1951 Triumph Renown, 23,000 miles, immaculate; £595. (C04019)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C04019)

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 coupe, fine car, much above average; £525. (C04019)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. (C0404)

AUTOMOBILIA, Ltd., offers:—

1951 Triumph Renown saloon, black, beige leather, heater, windscreen washer, low mileage, one owner, excellent condition; £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3991. (C1089)

GUY SALMON AUTOMOBILES offer:—

1949 Triumph 2,000 razor-edge saloon, grey/straw leather, moderate mileage, an extremely well-maintained example; £535.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C0401)

£398—1947 Triumph 1800 saloon.—Below.

£498—1951 (Oct.) Mayflower, 4,618 miles, radio, heater, leather, one owner.—Value Cars, Ltd., East Sheen, Prospect 7520. (C0406)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1949 Triumph Roadster, radio and heater, 28,000 miles; £525. (C1018)

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 Triumph Renown, black, fawn leather, radio and heater, overdrive, immaculate condition, 3,000 miles; £885. (C0208)

1952 Triumph Mayflower, black, red vynide, heater and spotlight; 10,000; £495. (C0208)

1952 Triumph Mayflower, black, heater, vynide, 9,000 miles; £495. (C0208)

BERKELEY Sq., W.1. Grosvenor 4343. (C0208)

1953 Triumph Renown saloon, radio, heater, 2,000 miles; £895. (C0208)

GORDON CARS (LONDON), Ltd., Gordon House, 573, Euston Rd., N.W.1. (C0208)

1938 Dolomite 13.9 saloon, perfect condition, any trial; £175.—Tel. Reading 5946. (C0776)

1950 (Sept.) Triumph Renown, maroon, unmarked, exchanges with cash adjustment on either side. (C04024)

SWANMORE GARAGE, 1176-1180, Chichester Rd., S. Boscombe, Bournemouth. Tel. Southbourne 4314. (C04024)

525 gns.—Triumph Mayflower, 1952, saloon, heater, one owner, small mileage, exceptional condition; terms; exchanges.—Rowland Smith, below. (C0418)

475 gns.—Triumph Mayflower, September 1950, saloon, leather, heater, carefully used, exceptional condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

1949 Triumph R/E saloon, heater, black, beautiful; £435.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. (C02037)

1953 Mayflower, blue, leather, heater, 9,000 miles, spare unused, regularly serviced; £565.—Brookhill Cottage, Woodstock, Oxford. (C0695)

1949 2,000cc Triumph Roadster, black, 24,000 miles, Radiomobile, heater, immaculate; £450.—Redman, 14, Maple St., Walsden, Todmorden, Lancs. (C1013)

1953 Mayflower, grey, red upholstery, fitted radio, heater, seat covers, fog lamps, other extras; 6625 o.n.o.—Westcott, R.A.F. Hendon. Colindale 6577. (C0418)

1950 Triumph Renown, 22,000 miles, one owner, a real specimen car; £575.—Blue Star Garages, 364, Kensington High St., W.14. Western 9951. (C0406)

1952 (October) Triumph Renown saloon, radio, heater etc., 6,000 miles, cost £1,500; accept £795.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (C02028)

TRIUMPH 1949/50 Renown saloon, black, one owner, a really exceptional condition; choice of three from £450.—R. J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456. (C0418)

£565!!!—1950-1 Triumph razor-edge saloon, speedometer reads 18,000, whole vehicle spotless; choice of 3; 3 months' guarantee; hire purchase, exchanges. (C0406)

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C0352)

1949 (May) Triumph Roadster 2,000cc, grey, red head (new) red leather upholstery, low mileage, first-class condition; £495.—R. A. Saunders, Ltd., 326-330, Euston Rd. N.W.1. Fuston 4511. (C0406)

TRIUMPH Innouaine, March, 1952, partition, little used by invalid lady, perfect condition, heater, radio, etc.; price £950.—Enquiries by letter only to Irving 105, Bath Rd., Chisleham, (C0222)

1949 Triumph Roadster, green with red leather, an immaculate motor car throughout, low mileage; £495.—Pella Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

1952 (May) Mayflower saloon, one careful owner, leather, heater and loose covers, tax paid, mileage 6,000 as new; £525.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7753. (C0217)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

ROSE & YOUNG, Ltd., offer—1931 Triumph Renown saloon, 7,000 miles only, condition equal to new, metallic grey; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). (C3057) Tulise Hill 6464.

1949 Triumph Roadster, grey/grey leather, excellent condition throughout, any inspection invited, 3 months' guarantee; £495.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4034)

ROY'S offer for £60 deposit, 1933 Triumph Dolomite 16hp sports saloon, excellent performance and appearance; cash £195. terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3050)

1953 Triumph Mayflower saloon, black, red upholstery, heater, 9,000 only, virtually new car, regularly serviced, demonstration model, written guarantee; £575.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7954. (C6028)

TRIUMPH Renown saloon, June 1950, one very careful owner, 34,000 miles, condition immaculate, heater, loose covers; £375 or £192 deposit and 18 months' payments; exchanges.—Starnes Motors, Triumph specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2460. (C3834)

Triumph Cars Wanted

R **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

R **EALLY** good Triumph Renown required.—Stradling, 30, Harley House, London, N.W.1. (W1086)

MARSTON MOTOR CO., Ltd., for your Triumph.—Tel. Sta. 3000.—Seven Sisters Rd., Tottenham, N.15. (0182/R)

FULL value paid for Triumph or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulise Hill 5676. (W5016)

Triumph Spares and Service

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lab. 773. (0143/R)

TRIUMPH spares for all post-war models; largest provision stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (0355/R)

UTILITY CARS

CAMDEN MOTORS offer:—

A70 Countryman, 1952 series; a most outstanding specimen, latest-type radiator, bench-type front seat, built-in heater, rear access, etc., moderate total mileage; £625. (W1086)

A40 Pick-up 1952, one owner, and in very, very good condition, heater, etc.; £425.

A40 Utility 1951, 4/5-seater with additional goods space, glass all round, extra doors at rear; £445.

STANDARD Vanguard Estate car 1950, beautifully upholstered in rich leather, full six-seater, immaculate coachwork, the last word in luxury; £545.

MINX Estate car, Phase III, 1949, purchased direct from wealthy local family, very smart and of reasonably moderate mileage; £465.

PACKARD 6-seater Utility 1938, very useful vehicle; £475.

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

B. J. HUNTER, Ltd., offer:—

1949 (Dec.) Vanguard Utility; maker's body, fitted radio, heater, etc.; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

JACK STONE & SON offer:—

1950 Austin Estate car; 1949 Ford 10 7-seater; 1947 Ford 8 5-seater; 1946 Ford 8 5-seater; write for list.—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5, 2276-7. (C4021)

AUTOMOBILIA, Ltd., offers:—

STANDARD Vanguard Estate car, (October 1949) mist green, red leather, one owner, exceptional condition; £495.—Automobilia, Ltd., Pipbrook Garage, Dorking 4304. 8891. (C1089)

WARWICK WRIGHT, Ltd., offer:—

1951 (October) Austin A70 Countryman, fawn, 26,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

ENGINES RECONDITIONED, Ltd., offer:—

1948 Alvis 14, fitted with shooting brake wooden body, whole vehicle magnificent condition inside and out; £395.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. (C3070)

1953 (August) Hillman Estate car, 5,000 miles, below.

1953 (May) Morris Oxford Travellers Estate car, 5,000 miles.—Weybridge 600. (C4023)

£395—Hillman Minx estate car, 1948, roomy 4-door bodywork, colour grey.

£495—Austin A80 Countryman, colour green, fitted heater, in excellent condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

1948 Alvis 14, fitted with extremely smart utility body in natural wood; £450.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. (C2033)

UTILITY CARS

FORD V.8 shooting brake, 1947, 4-door, £70 over-haul; £300.—Battersea 3770. (C4062)

ALVIS 12/50 1932 shooting brake body, reliable; £48. Wilkinson, Tavistock, Brigsley Rd., Waltham, Grimsby. (S964)

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnerfield Lane, Harrow. Tel. 6235-6. (0621/R)

£135—1937 Vauxhall 14 utility, mechanically reconditioned, wings resprayed.—Dr. Smyth, Haylands Manor, Hyde 3338. (S996)

BEDFORD Spurtomutty utility, works mileage condition, just delivered, Comet blue, many extras; what offers?—Tel. 10 a.m. to 5 p.m., Mr. Kapoport, Gerard 7555. (S990)

£465—1949 series Alvis 14 utility, fitted magnificent 4-door wood bodywork costing nearly £1,800 when new, fold flat seats, beautiful vehicle.—Below.

£295—1946 (reg.) Ford V.8 with beautiful wood bodywork, large 7/8-seater if required.—Below.

£145—1946 (reg.) Austin 10, fitted soft top at rear, excellent condition.—Below.

£135—1937 Ford 8, fitted with wood utility bodywork; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

ROSE & YOUNG, Ltd., offer 1951 Bradford utility de luxe, 6,000 miles only, as new; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulise Hill 6464. (C3057)

END of season clearance, 1946 (reg.) Austin 8 wooden utility, snip £150; also 1941 Ford V.8 22 utility, £150; also 1944 Hillman 10 utility, bargain, £125.—A.Z. Motors, Palmerston Rd., N.W.8. Mal. 4725. (C1011)

145ens.—Ford V.8 1937 30hp utility, natural timber body glass all round, drop tail board, excellent condition; terms, exchanges.—Rowland Smith, below.

285ens.—Ford Utility, 1948 Ford, 8hp Martin Walter Utility, 1948, fold-down rear seating, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

ROY'S offer for £99 deposit magnificent Hillman Minx Utility, phase II front, folding seats, first registered 1952; cash £225. terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

1939 Chevrolet 7-seater shooting brake in really first-class condition throughout and indistinguishable from new, late the property of Royalty; £450.—R. & M. Wood (Sales), Ltd., 49, Queen St., Maldenhead, Tel. Maldenhead 3431-2. (C3011)

UTILITIES! Station!! Wagons!! 1939 Fordson 8hp utility, £80; Vauxhall WX, 1937 station wagon, wood body, towing attachment, £80; Wolseley 1938 utility, large body, ladder rack, etc., £50; Jowett Bradford utility 1952 reg., very economical, £130; terms arranged.—Ray Kar Sales, 300, Westwood Lane, Blackfen. E11. 2810. (C623)

Utility Cars Wanted

WANTED, Bedford Dormobile, new or second-hand.—Box 5127. (C123)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SHOOTING brake, ash/oak body, 8-12hp type; state make, condition, age, mileage, etc., price; no dealers.—Box 5130. (C123)

WHY accept less for your utility vehicle or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

VAUXHALL 10

1947 Vauxhall 10 saloon for sale privately, recent complete overhaul and in perfect order; £325 o.n.o.—Fad. 2903. (C1042)

1940 Vauxhall 10 4-door de luxe, genuine bargain; £239.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batl. 1107-8-9. (C2024)

VAUXHALL 12

HAROLD SIMONS, Ltd., offer:—

1948 Vauxhall 12, the best one in the country, absolutely unblemished appearance, faultless mechanical condition; £435; 3 months' written guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes Trolley East Finchley Tube). Finchley 0053-55. (C4065)

£200 or near offer.—Vauxhall model D.X. 12hp, good condition throughout, fitted heater and link mate.—Tel. Richmond 4758. (C656)

CASS'S MOTOR MART—1948 Vauxhall 12 saloon, 24,000 miles; £375; written guarantee.—S. Warren St., W.1. Euston 4110. (C1040)

325ens.—Vauxhall 12, September, 1946, saloon, sliding head, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

VAUXHALL 14

1938 Vauxhall 14 saloon, splendid car, unrepeatable bargain; £150.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

VAUXHALL 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948-49 Vauxhall 14, black, brown leather; £385.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 67907-8-9. (C1057)

£85—Vauxhall 14 coupe, excellent condition.—Primrose 5914. (C4006)

£345 Vauxhall 14 J-type 4-door de luxe saloon, 1947, particularly well kept, small mileage; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yrs Holland Park Tube). Exchanges, H.P. (C1017)

£129—1937 Vauxhall 14 touring de luxe saloon, clean car, terms.—Autosnips, 5, Balham High Rd., Balham 1509. (C1009)

£185—1937-8 Vauxhall 14 drop head fourseater coupe, exceptionally nice condition; £70 down.—Below.

£90—Genuine 1937 Vauxhall 14 touring saloon, good runner; £45 down.—Bray Motors, 180, West End Lane, N.W.8. Hampstead 6460. (C1024)

1947 Vauxhall 14 de luxe saloon, in faultless condition, guaranteed; £375.—G. P. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Kin. 2241. (C4053)

£265—1939 Vauxhall 14 J-type saloon, excellent condition.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batl. 1107-8-9. (C2024)

£310—Vauxhall 14 J-type 4-door saloon, black, brown leather, reconditioned engine and front suspension, steering, brakes, new battery, really clean throughout, guaranteed.—Kings Motors, 1, High St., Hornsiove, Tel. 5532. (C4049)

VAUXHALL 20

£111—1935 Vauxhall 20 de luxe saloon, in magnificent condition for its age, beautifully maintained and will give years of service; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

VAUXHALL WYVERN

ALWAYS **VAUXHALL** Wyverns. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batl. 2253. (C5022)

CAR MART, Ltd.

1952 Vauxhall Wyvern saloon, heater; £615.—Car Mart, Ltd., 37, Davies St., W.1. Mayfair 5011. (C1039)

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1951 Vauxhall Wyvern saloon, in really superb condition throughout, runs and looks as new, definitely a one owner car; 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 300 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. S. Madia Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo 150 yards). (C4047)

1949 Wyvern, resprayed Alpine green, one owner, radio; £385.—Speedwell 2564. (C6008)

1951 Vauxhall Wyvern 4-door saloon, metallic green, brown interior, equipped with heater and radio.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Dagenham 774. (W2008)

1953 Wyvern, black, one owner, heater, carefully used; £625.—Campbell Symonds, Wembley 6263. (C1047)

1950 Vauxhall Wyvern, recollared, in perfect mechanical order, fitted with heater and guaranteed; £465.

W. T. MASON & Co., Ltd., 2, Ley St., Ilford, Essex. Ilford 0961 and 0311. (C1133)

WYVERN, latest type, m. engine, 10,000 miles, genuine, as new, black, heater; £650 o.n.o.—26, Trinity St., Ipswich. (C6053)

1950 Wyvern, one owner only, 12,000 miles, colour black, owner going abroad; bargain £440.—Tel. Cunningham 1191. (C174)

1952 (September) Vauxhall Wyvern, blue, sq. engine, 5,641 miles, one owner, seat covers, heater, fog lamp, £650.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. H. Speedwell 0011. (C4004)

1953 Vauxhall Wyvern, practically shop-tooled only, taxed, written guarantee; £675.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7554. (C6028)

1951 Vauxhall Wyvern, one owner, black, brown leather, immaculate throughout; £485; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford Middx. Tel. 8960. (C3035)

Vauxhall Wyvern Cars Wanted

FULL value paid for Wyvern or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulise Hill 2676. (W5016)

VAUXHALL VELOX

CAMDEN MOTORS, for Vauxhalls.—Velox saloon 1954 and earlier; also all other types of Vauxhalls in stock.—See full page advert. page 47 this issue. (C1035)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL VELOX

BM

1950 series Velox, one owner, genuine low mileage, beautiful mechanically, black, spotless to look at, heater, £445; terms: exchanges—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larwood 7208 or 2031. [C1096]

ALWAYS

VAUXHALL Veloxs. A selection with a written guarantee and free after sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2552. [C5022]

AUTOMOBILIA, Ltd., offers:—

1952 Vauxhall Velox, 4-door de luxe saloon, heater, screen washers, metallic grey, one owner, exceptional condition; £625—Automobilis, Ltd., Pippbrook Garage, Dorking 4304/3891. [C1069]

VELOX, choice of two, 1948-50, rebored, heater and radio; from £399.—Speedwell 2564. [C6009]

1950 Velox, black, radio, except, £440.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1949 model Vauxhall Velox: £415.—Hillingdon Motors, 325, Long Lane, Hillingdon, Tel. Uxbridge 412. [C2062]

VAUXHALL Velox 1953, one owner, extra equipment, cloud mist grey; first £650.—Wheeler (Newbury), Ltd., The Broadway, Newbury, Tel. 1020-1. [C6046]

1952 Velox, grey, one owner, 15,174 miles, radio, heater, foglamp, screen spray, immaculate; £690.—Campbell Symonds, Wembley 6262. [C1037]

VELOX saloon, 1951, grey, heater, mats, etc., one owner, as new in every way; £525.—K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456. [5817]

1951 E type Vauxhall Velox finished beige.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. [3292]

£455—1950-1 Vauxhall Velox saloon, speedometer, roads 17,000, whole car looks as though it had only one 5,000 miles; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1951 Velox, one owner, excellent condition throughout; £475; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

£375—November 1948 Velox, black, leather, fitted with heater, spot lamp, one owner, any trial; H.P. arranged.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 5451. [6194]

VELOX 1952 model, reg. Oct. 1951, 24,000 miles, heater and many extras, one driver, new condition, maintained Vauxhall service since new; £610.—Appleby, 8, Chip St., S.W.4. Mac. 5427. [5066]

£465—1949 Vauxhall Velox saloon, black, fawn leather, one careful owner, low mileage, excellent, guaranteed.—Kings Motors, 1, High St., Hounslow, Tel. 3531. [C2049]

1949 Vauxhall Velox, one owner, heater, radio, heater and many extras, one driver, new condition, available extra, a really superb car, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016]

395gms.—Vauxhall Velox, 1949, saloon, leather, radio, heater, one ownership, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C4018]

VAUXHALL MISCELLANEOUS

S

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R]

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's of Uxbridge. [0039/R]

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 022 (12 lines). Vauxhall main dealers.

1952 (November) Vauxhall Wyvern, green, green interior, heater, spotlight fitted, body in excellent condition, one owner; £625.

1950 Vauxhall Velox, black with brown interior, moderate mileage, in first-class condition throughout; £510.

1950 Vauxhall Velox, black with brown interior, heater fitted, perfect mechanical condition; £465.

1948 Vauxhall 15 saloon, dark blue, brown interior, body condition good, mechanically sound; £565.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032]

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashington 1617), Midsbury (Oldbury 3446), Manchester (Blackfriars 9687), Stretdford (Trafford 3311), Wigan (Wil. 4932). [0285/R]

Vauxhall Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Vauxhall Miscellaneous Cars Wanted

S

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R]

PRIVATELY owned Vauxhall 10 or 12.—5, Brice Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

REQUIRED, good used Vauxhall.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 119. [W2000]

A. E. PALMER urgently requires Vauxhall 10, 12 and 14 cars for cash.—12, Church St., Luton 4212. [6169]

ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R]

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R]

7-SEATER private 1957/58/59 Limousines required, cash waiting. A.P. & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0222. [W2032/R]

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at: BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 2276 (14 lines). [0205/R]

KJ MOTORS Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 3456. [0395/R]

Veteran Cars Wanted

HIGH price paid for 1896 to 1904 old car.—Warrick, Chiswell Row, Essex. [5258]

WELHAMS Veteran Car Specialists, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell Pre. 1914. [C4070]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors, all spares and fully specialised service, coachbuilding and painting on premises; open for reception week-ends, new, used and reconditioned cars available. Tel. Ripley 2361. [0375/R]

V & F MONACO MOTORS.—1947 Volkswagen, good condition, black, radio; £285.—Below.

V & F MONACO MOTORS.—The only Volkswagen specialists in London; Volkswagens bought and sold; service, repairs, spares.—34, Weatherby Mews, Earls Court, S.W.5. Pro. 4657. [0641]

1953 Volkswagen r.h.d., works mileage; £550.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

PERFORMANCE CARS, official Volkswagen agents; new and used models in stock.—Great West Rd., Brentford, Middlesex, Ealing 8941. [C5041]

VOLKSWAGEN saloon, reg. 1949, special nylon upholstery, numerous extras, beautiful car; £325.—Richards & Carr 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

1953 (August) Volkswagen de luxe convertible-top saloon, colour black, radio, total mileage 8,000, as new, £600.—F. N. I. Ltd., London Rd., Isleworth, Middlesex, Hounslow 0011. [C2015]

Volkswagen Cars Wanted

MAYFAIR GARAGES, Ltd., top cash prices for Volkswagens.—Balderton St., W.1. Mayfair 3104. [0415]

RICHARDS & CARR buy Volkswagens.—35, Kinnerton St., London S.W.1. Sloane 5424. [W3045]

PERFORMANCE CARS urgently require Volkswagens.—Great West Rd., Brentford, Middlesex. Ealing 8941. [W3041]

V & F MONACO MOTORS.—The Volkswagen buyers.—34, Weatherby Mews, Earls Court, S.W.5. Pro. 4657. [0500/R]

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies Street (Mayfair, 2351) and Dorset House (Wellbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R]

Willis-Overland Spares and Service

JACK OLDING & Co., Ltd., Willis-Overland distributors for the United Kingdom; service and new cars available for early delivery.—Audley House, North Audley St., W.1. Mayfair 5252. [83030/R]

WOLSELEY

ESTACE WATKINS, Ltd., the sole London distributor.

1952 (October) Wolseley 6/80, met. green, green upholstery, 12,000 miles, in excellent condition. [C2075]

ESTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046]

TOM GARNER, Ltd., offer:—

1953-4 Wolseley 4/44 saloon, metallic grey with grey leather, heater, many extras, 3,000 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9263-6-7. [C2020]

WOLSELEY

H. A. SAUNDERS, Ltd., offer:—

1952 Wolseley 6/80 saloon, grey-brown upholstery, heater, recorded mileage 14,540; £645.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

H. BEART & Co., Ltd., offer:—

1953 (October) Wolseley 4/44 saloon, finished in metallic green, genuine 6,000 miles, and like brand new throughout; £795.

1952 Wolseley 6/80 saloon, metallic green with green upholstery, H.M.V. radio and heater; the property of one owner; low mileage and in exceptionally nice condition throughout; £645.

1951 Wolseley 6/80 saloon, metallic grey, with grey upholstery, in nice condition throughout; £545.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C1061]

PHILIP RICKARDS, Ltd., offer:—

1953 Wolseley 4/44, low mileage, dark green, radio, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051]

H. A. SAUNDERS, Ltd., offer:—

1948 Wolseley 4 saloon, black-brown upholstery, heater; £465.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Wolseley 18, black with brown leather, this car is in exceptional condition throughout. £400.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62807-8-9. [C1067]

4000 miles.—1951 Wolseley 6/80 saloon, as new; £665.

GORDON CARS (LONDON), Ltd., Gordon House, 575, Euston Rd., N.W.1. Bus. 6611. [C2025]

4/44, 1954, delivery mileage, taxed year; under list; terms.—Box 3140. [6114]

£444!!!—1949 Wolseley 6/80 de luxe saloon, spotless condition throughout.—Below.

£325!!!—1940 Wolseley 14 de luxe saloon, looks and runs like 1948 model; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

BLACK 4/44, Sept. 1953, 1,400 miles; £775; h.p.; spot washers.—Tel. 29047 (Stoke-on-Trent). [6115]

1951 Wolseley 6/80; £530; exchange post-war car or pre-war Rover with cash.—Box 5129. [6125]

1951 Wolseley 6/80 saloon, black, brown leather, radio, heater, 36,000 miles, ex. cond.; £495.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [C4029]

1953 Wolseley 4/44 (July), grey, red trim, screen washer, spot lights, heater, 8,000 miles; £775.—Fremantle 6401. [C4056]

1950 Wolseley 6/80 saloon, maroon, brown leather, 18,000 miles only, a specimen car, one owner, wireless, heater, etc., price £575.

NEWTON OF HUDDERSFIELD, Automobile Distributors, Huddersfield, Tel. Huddersfield 5511 (5 lines). [5366]

BEARTS, of Kingston, Wolseley distributors.—Sales squares and repairs.—102, London Rd., Kingston. Tel. 3548. [C4054]

1950 Wolseley 6/80, heater, 22,000, new engine 6,000; £465.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [C2097]

495gms.—Wolseley 4/50, late 1950 saloon, Moonstone grey, brown leather, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

345gms.—Wolseley 18, 1948, de luxe saloon, black head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

1950 Wolseley 4/50, one owner, 10,000 miles, excellent; £495; 3 months guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1948 Wolseley 18, one owner, in excellent order throughout; £295; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1953 6/80 saloon, 6,000 miles, as new; £725 guaranteed.—C. V. Rushmer, 39, Holme Park W.11. Park 5731. [C3061]

£75.—1934 Wolseley Hornet, fitted special engine, nice runner, free wheel; £35 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

JACK ROSE, Ltd. (Wolseley Agents and Stockists); 1952 6/80 Wolseley saloon, in grey, almost unmarred; £585.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C5056]

1947 (mid.) Wolseley 18 4-door sun saloon, 39,084, just taken in part exchange for sports car and offered at low price for quick sale; taxed; £295.—Speedsters, Ltd., Horley (Surrey) 628, until 9 p.m. [C4020]

1947 (September) Wolseley 14 saloon, black, one ownership only, general condition much above average; £365.—Dixons Garage, 154, West Hill, Putney, S.W.15. Putney 0596. [C1073]

1939 (October) Wolseley 14 saloon, black, new engine, many extras, in splendid condition throughout, 3 months' guarantee, terms; £290.—Gee Cars, Ltd., 60, Queensdown Rd., S.W.6. Mac. 3583. [5852]

1951 (Feb.) Wolseley 6/80 saloon, green, with green leather, heater, one owner, guaranteed 17,000 mls., as new; £530.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5790]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY
1936 Wolseley 16 saloon, one owner since 1937, recently extensively overhauled throughout and repainted metallic bronze, a perfectly maintained car in post-war condition; £195; trade and part exchange enquiries invited.—G. F. Morley, Ltd., 54, Streatcham Hill, S.W.2. Tuise Hill 4488. (C3016)

LIQUORINES, 1950/25hp, partition, forward occasional, black, genuine mileage 4,000, unblemished, reasonable. £395. Also 1948, mileage 18,000, privately owned, competitive prices. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

ROWLAND SMITH'S the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WOLSELEY 4/50 Cars Wanted
Rowland Smith's, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY OWNED Wolseley—5, Brae Court, Kingston Hill, Surrey. Tuise Hill 3768. (W2037)

THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (G721/R)

WOLSELEY 14, 1948, in really good condition, wanted by private buyer.—Casey, 74, Meadway, N.W.11. Spadwood 1243. (M674)

Wolseley Spares and Service
W. JACOBS & SON.

WE specialise in spares and repairs of all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wantstead 7783-4. (J0485)

WOLSELEY spares and repairs—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. (J0707/R)

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) (J0475)

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. (J0277/R)

R. HARDY & SON, 55, Marylebone High St., W.1. Weiback 1101.—Spares reconditioned units, service and repairs for all Wolseley 1937-1951 models. (J0316/R)

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RAYMOND WAY, the hire purchase specialists.
HERE are 5 cast-iron reasons why everybody's going

KILBURN WAY—
1. 300 used cars under £400 always available.

2. We can quote the most competitive prices obtainable because of our huge turnover.

3. Unequalled hire purchase terms.

4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.

5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.5. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). (J0829/R)

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars, send for list; established 30 years. (C3010/R)

WEST LONDON MOTOR MART offer a large selection of vehicles mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Kaling 8842. (C3041)

MAKIN & HARRISON OF CHISWICK—Good selection popular cars; sell or exchange your present car, motor cycle or combination.—402-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). (C3071)

Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GATEHOUSE MOTORS.
ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. (W2021)

IF you wish to sell your car for cash, write, 'phone or

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (W2023/R)

CASS'S MOTOR MART are buyers of all makes of carefully used cars and utilities.—3, Warren St., W.1. Euston 4110 and 3523. (W1040)

Miscellaneous Cars Wanted
CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (J0824/R)

PRE- or post-war saloon, 18 or 12hp, urgently required for cash; call or 'phone—Mac Motors (Surbiton), Ltd., 76, Brighton Rd., Surbiton, Elmbridge 3974. (W3072)

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, call or 'phone Bri. 3008, Stockwell Rd., S.W.9. (J0740/R)

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Canham Junction, S.W.18. Battersea 3272. Open 9-6 p.m. each week-day including Saturday. (W3022/R)

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S. A. COLES, Ltd.—England's leading motor cycle specialists offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—360-368, High Rd., Leyton, E.10. (J0541/R)

MARINE ENGINES

EXCEPTIONAL opportunity; for immediate delivery, limited number of unused (ex-Govt.) Chrysler Crown 8-cyl. marine engines, 45/60hp with 2 or 3 to 1 reduction, complete with dynamo, starter, oil filter and cooler, etc.; also Chrysler Royal 8-cyl. 75/100hp, fully equipped as above with 2, 3½ or 4½ to 1 reduction certified rebuilt units as above from £180; T.V.O. vapourisers if required.

SEND for brochure to Arthur Bray (Sole Distributor United Kingdom), 290, Sandbanks Rd., Parkstone, Dorset.

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ROLLS-ROYCE Ph. 1 1948 streamlined deck hearse, ex. chassis, very attractive; exchange car.—Auto Engineering, Willsons Rd., Ramsgate. (J614)

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax. Tel. 42. (J0795/R)

COMPLETE Hearses ready for delivery, Austin 16hp, Austin 470, Austin Sheerline, Humber, Rolls 1936/7 brochures posted.

A. L. & S. SAUNDERS (COACHBUILDERS), LTD., Head Office Hearses enquiries, Station Approach, Kew Gardens, Richmond, Surrey. (J5329)

Motor Hearses Wanted

WANTED, modern second-hand hearse.—Lowest price to James, 184, Mortimer St., Herne Bay. (J5989)

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

NEWNHAMS, Ltd
1953 (Sept.) Jovett Bradford van, 2,300 miles only. £375.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (M3024)

NEW Austin A40 van, in primer; list price.—Below.

1947 Austin 8hp van, green, one owner, new engine, good tyres, a bargain, £185.—Trinity Cars, Ltd., Austin Retail Dealers, 94, North Side, Wandsworth Common, S.W.16. Vandyshe 1168. (C4054)

NEW A40 van, heater, extra seat, green.—Pal. 5576-7. (J483)

NEW THAMES 50wt and 10wt vans available immediately.

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KAISER

KAISER sales, service, spares: sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Cambridge, Green London, S.E.5. Rodney 2201-6. (N0309/R)

KAISER.—Sales, service, spares: new 1953 models; also factory demonstrators at bargain prices; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. High St., Newmarket. Tel. 3126. (N6040)

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshall's (Haltax), Ltd., King's Cross Rd., Halifax. Tel. 5044. (N470/R)

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.

HERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors: enquiries invited for early delivery.—We.Wyn Garden City, Hatfield 2176. (0611/R)

MERCEDES-BENZ distributors for Surrey and Sussex: all models available; write for full details.—Woking Motors (Maybury Hill), Ltd., Woking 1923. (N4057)

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchange and terms.—Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sgo. 5215. (N4058)

SWANMORE GARAGE, official distributors Hants, S. Dorset, Wilt, Somerset, Devon and Cornwall. Early deliveries all models.—1176-1180, Church Street, Boscombe East, Bournemouth. Tel. Southbourne 43544. 43545. (N4024)

A NEW motoring experience, contact the Scottish distributor for full particulars, latest models in stock.—Ingla Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26267. Main agents in the West of Scotland. Jas. H. Galt, Ltd., 53, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7696. (N062/R)

JOHN & TRUSCOTT, Ltd., official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life; let us prove this to you, full details on request, demonstrations of all models including type 170-8D (diesel), immediate or very early delivery, exchanges, deferred terms.—John & Truscott, Ltd., 175, Westbourne Grove, W.11. May. 4274. (N4055)

M.G.

ROWLAND SMITH'S for M.G.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube) N.W.3. Hampstead 6041. (N4018)

S. G. SMITH (MOTORS), Ltd.—Order your new S.M.O. model TF sports tourer now; all orders delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E.15. (N0329/R)

MORGAN

MORGAN Plus-4 distributors.—1954 2-seater on show; send s.a.e. for full specification.—Motors Ltd. (London), Ltd., Q. North Rd., E. Finchley Station, N.3. Tudor 2201-4. (N3016)

LATEST Plus 4 drop head coupe in red, immediate delivery of this famous rally winner; cash, exchange, or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. (N4322)

MORGAN

BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Q. Portland St., W.1. Langham 7753. (0510/R)

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044; open 9 to 8 six days a week. (N0779/R)

MORRIS

EPSOM.

WOODCOTE MOTOR Co., Ltd.

MORRIS distributors,

FOR immediate delivery Oxford, Morris Six and Traveller's car.

WOODCOTE MOTOR Co., Epsom 1234. (0007/R)

ROWLAND SMITH'S for Morris.

IMMEDIATE delivery new Morris Oxford saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

MEBES & MEBES, Ltd. (Est. 1893), offer early delivery all models.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (N3012)

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton. Tel. 4444. (N1561)

IMMEDIATE delivery new Morris Oxford saloon, birch grey.—Croydon Automobile Co., Ltd., Thornton Heath 3276. (N502)

1954 Morris 12-seater shooting brake; new list price £536.—Cyril Sheppard of Reading. Reading 2345. (N478)

MORRIS Oxford saloon, Canderon grey; £753/7/6.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Kingston 2241. (N4053)

STEEL GRIFFITHS, official Morris agents; good deliveries; part exchanges with pleasure.—London, S.E.5. Rodney 2201-6. (N0309)

LANKESTER ENGINEERING Co. Ltd.—Immediate delivery Morris Six and Cowley van; also Morris Oxford saloons, choice of colour.—39/43, Eden St., Kingston-on-Thames. Tel. Kin. 5151-4. (N0284/R)

SMITH & HUNTER OF KENSINGTON, Contracting Morris Agents.—Morris Oxford immediate and 4-door rotational, exchange, deferred terms.—376, Kensington High St., W.14. Western 2312. (N4019)

YOU couldn't do better than secure your new Morris Oxford saloon for immediate delivery. Minor 2-door and 4-door saloons for early delivery; current market value for your present car subject to inspection. (N2008)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2008)

IMMEDIATE delivery new Morris Oxford de luxe saloon, finished black with red leather upholstery; part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678 Garratt Lane, London, S.W.17. Wm. 3031-2-3. (N4008)

J. DAVY, Ltd. (official stockists) for a selection of Oxford saloons and travellers' cars; may our buy/sell and value your car for part exchange?—180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1106). (N1069)

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany Rd., N.W.1. Euston 5559-9. (N562/R)

OLDSMOBILE

DISTRIBUTORS (RAWLANCE), Ltd.—Sales, Service and Spares.—B. Indley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. (N082/R)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 5600). Service Work—2, Fensholt Villas (near Westbourne Grove), W.11. (Bayswater 6626-7). (N0257/R)

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester. 19. Rus. 2874-5. (0195/R)

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0730/R)

PARAMOUNT

PARAMOUNTS—the new 10hp 4-seater sports roadster, a few now available from stock; write for illustrated brochure and arrange for a demonstration; list price £625, plus P.T. £261/10, full details from sole distributors.—Camden Motors, Lake St., Loughton Buxard, Beds. Tel. 2041 (5 lines). (N1035)

PEUGEOT

LANCASHIRE.—Distributors for Peugeot cars, early delivery, Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19. Rus. 2874-5. (0195/R)

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. (N089/R)

YORKSHIRE.—Distributors for Peugeot cars, early delivery, sales & service.—Newton of Huddersfield, Automobile distributors, Huddersfield. Tel. Huddersfield 3311 (5 lines). (N571)

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7754-5. Also at Pontiac Works, Fernbank Rd., Accrington. (N0950/R)

PORSCHE

SOLE concessionaires for Great Britain, official service and spares.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. (N2015)

NEW CARS FOR SALE

RELIANT

RAYMOND WAY for your Reliant Regal 3-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0775/R]

WE offer reasonable delivery on the new 4-seater Regal coupe, price £299/10 plus £62/19/6 purchase tax 50mpg, 65mph, the lowest priced car on the market; terms.—Main Agents, Church Rd. Eng. Co., Ltd., Hadleigh, Essex. [0551/R]

RENAULT

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0777/R]

YORKSHIRE—For Renault sales and service, early delivery of the 750cc saloon and the 2-litre Fregate model.—Newton of Huddersfield, automobile distributors, Huddersfield. Tel. Huddersfield 5311 (3 lines). [05372]

AUTO SALES (LONDON), Ltd., are North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555 [0110/R]

RILEY

11-litre delivery ex stock, one only.—Montrose 10765/R

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1019]

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R]

F. L. CRANMORE Ltd., Pottery Bar, 11, Riley Saloon black and grey, immediate.—Tel. 2040 Pottery Bar. [N1062]

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer immediate delivery of the new 1½-litre Riley, 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1046]

J. DAVY, Ltd. (official stockists)—11½-litre saloon in stock; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.5 (Ken. 1106). [N1069]

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery latest 1½-litre, orders accepted for earliest delivery 2½-litre Pathfinder.—173, Westbourne Grove, W.11. Bay. 4274. [N4035]

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. [N1059/R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREPAIR, Northampton. Tel. 4540. [0520/R]

DAVID ROSENFELD Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8, Tel. Blackfriars 2302. [0561/R]

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [5947]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

ROVER

HENLYS, England's leading Motor Agents

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

ROVER

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144 [N3028/R]

NEW Rover 60 and 75 for immediate delivery.

ROVER distributors.

ELLIOTTS of Bideford. Tel. 744. [6144]

COMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Rover 60 saloon to maker's full specifications; list price £1,162/15.

COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907-8-9. [N1057]

COMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

CROYDON Main Agents Leathwood's Garages, Ltd., 30, St. James's Rd., Croydon, Tho. 1222. [0063/R]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R]

ROVER

STEELE GRIFFITHS, official Rover agents; good deliveries; part exchanges with pleasure.—London, S.E.5. Rodney 2201-6. [6342]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451/R]

ROSENFELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2, Tel. Blackfriars 4942. [0866/R]

LAND-ROVER

GUY SALMON AUTOMOBILES offer:—

NEW Land-Rover; list price £570.—Partsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [N4001]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R]

ROSENFELD for Land-Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2, Tel. Blackfriars 4942. [0692/R]

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [N3540]

DISTRIBUTORS

CENTRAL and West Surrey.

CLARKE'S of Pirbright, Pirbright, Surrey, Brookwood 2201-2. Demonstration car always available. [N1049]

FIAT (ENGLAND), Ltd.

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers through-out the country. [0665/R]

DAVIES MOTORS, Ltd.—Distributors for parts of the Midland Surrey; immediate delivery; full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines). [N1080]

MAYFAIR GARAGES, Ltd. (Flat sales and service).—Immediate delivery of the new Simca.—Demonstration from Balderton St. (opp. Selfridges), W.1. Mayfair 104/5. [0155]

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca; demonstration car available; early delivery.—9, Albemarle St., W.1. Grosvenor 5561. [C1018]

THE 1954 Simca Aronde, the car that is a pleasure to own, safe, swift and comfortable, a car built in the sturdy tradition for the enthusiast; your present car accepted in part payment at current market value.—Full details from

FERRARIS OF CRICKLEWOOD, Ltd., the Simca main dealers, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

UTOMENDERS, Ltd., Lower Garage, London, A.S.W.13. Riverside 6496. [0757/R]

1953 model SM1500 but has a number of 1954 features, finished in British green, new, unregistered; £840 to clear; terms, exchanges.

G. E. LAWRENCE (MOTORS), Ltd., New St. Garage, Aylesbury, Tel. 369. [4702]

SINGER—Birmingham and Midlands distributors.

S. Henry Garsner, Ltd., Showrooms, 221, High St., Deritend 12, Works, Alcester Rd., Moseley 15. [0165/R]

STANDARD

BURGE & INGLIS, Ltd.

IMMEDIATE delivery new Vanguard; terms, part exchanges; cars, motor cycles, 3-wheelers; R.P. accounts settled.—Dudders Hill Lane, Willesden, N.W.10. Nearest Underground, Dollis Hill Stn. [N4005]

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Phase II Vanguard saloon with heater and overdrive.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [0840/R]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

STANDARD Vanguard for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1651. [N4005]

NEW Standard 8, immediate delivery, choice of colour; part exchange and terms.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. [N4054/R]

NEW Standard Vanguard; immediate delivery; choice of colour; part exchange and terms.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. [N4054/R]

NEW Standard 8 sal., grey, blue upholstery, immediate delivery.

TICKFORD, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3336. [N4029]

NEW Standard 8, unregistered; list price.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [N4062]

MERES & MERES, Ltd. (Est. 1895), offer delivery of Standard Vanguard Phase II, black; also ship model, blue, from stock.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2049. [N3012]

STANDARD

IMMEDIATE delivery Vanguard Ph. II saloon.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

STANDARD 8 demonstrations and bookings.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

STANDARD car specialists in sales and service, deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0451/R]

VANGUARD—Immediate delivery at new reduced prices, choice of colour.—S. F. Erskine & Sons, Ltd., Woking 330. [N2051]

L. F. DOVE, Ltd., offer early delivery of all new Standard models.—69, Broadway, Woking, S.W.19. Liberty 3456. [N1074]

ACLAND & TABOR, Ltd., Weylyn By-Pass, Herts. A. Weylyn 481/2/5, offer for immediate delivery from stock Standard Vanguard Phase II saloon. [N1001]

KJ MOTORS, Ltd., offer Renown and Vanguard models for immediate delivery.—Bromley Ravensbourne 3456-7-8-9. [0220]

ACLAND & TABOR, Ltd., Weylyn By-Pass, Herts. A. Weylyn 481/2/5, offer for immediate delivery from stock Standard 8 saloon. [N1001]

JOHN S. TRUSCOTT, Ltd., official retailers, early delivery of Vanguard and ship models.—173, Westbourne Grove, W.11. Bay 4274. [N4035]

EARLY delivery all Standard models; any make of car taken in part exchange; friendly hire purchase.—Kings Motors, 1, High St., Hounslow, Tel. 332. [N2049]

IMMEDIATE delivery, Standard 8 saloon.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [N1067]

STEELE GRIFFITHS, official Standard agents; immediate delivery all models; part exchanges with pleasure; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. [0645]

YOU couldn't do better than secure your new Standard Vanguard or Standard 8 saloon for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

STANDARD and Triumph (distributors in Surrey II Vanguard saloons choice of colour, demo, available.—Lanckester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 5151-4. [0402/R]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6089. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. [0052/R]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444—Spares for all models. Hawley Cres., Camden Town Gul. 4141. [0091/R]

SUNBEAM-TALBOT

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Roote's Group Dealers.

NEW Sunbeam Alpine, Coronation red, immediate delivery; price £1,265; equation h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1008]

BARNET area.—Sunbeam-Talbot main dealers.—Haddeney Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413]

IMMEDIATE delivery new Sunbeam Alpine, finished in ivory with red interior; list price.—Pioneer Garage, Langer Rd., Felkistowe, Tel. 156. [5995]

MANTON MOTORS, Ltd., main dealers for all products of Roote's Group, offer early delivery of 'Sunbeam-Talbot saloon, coupe and Alpine models.—23, Shirley Rd., Croydon. Add. 6051-4. [5482]

ORDERS accepted now for new Sunbeam-Talbots; exchanges and terms arranged; cars prepared in advance for clients returning to Eng. and, your enquiries receive prompt attention.—R. S. Mead (Sales) Ltd. 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [N3011]

SUNBEAM-TALBOT—Smith Auto Co., Ltd., main dealers for Roote's Group, offer early delivery of saloons and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632. [0869/R]

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied; car car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro. 4343. [0856/R]

IMMEDIATE delivery Triumph Renown saloon.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

METROPOLIS GARAGES, Ltd., the Triumph agents, for sales service and spare parts for all models.—1-31, Maclean Rd. (Olympia), W.14. She. 5365-6-7. [0599]

ACLAND & TABOR, Ltd., Weylyn By-Pass, Herts. A. Weylyn 481/2/5, offer for immediate delivery from stock Triumph Renown saloon. [N1001]

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 5151-4. [0893/R]

NEW CARS FOR SALE

VAUXHALL
VAUXHALL cars—Shaw & Kilburn, Ltd., Show-rooms:—6, Berkeley Sq., W.1. Grosvenor 4328.
PARTS and service: Western Ave., W.3. Acorn 4641.
KJ MOTORS, Ltd., main dealers for Bromley, Kent. Rav. 3456.
SOUTH West Herts.—Consult oldest dealers for early deliveries and exchanges.—A. Christmas & Co., Ltd., Watford, Tel. 7750. (5806)
VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district: early deliveries.—Guildford Rd., Woking, Tel. Woking 1282. (N1078)
STEELE GRIFFITHS, official Vauxhall agents; prompt deliveries; part exchanges with pleasure; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. (6034)

VOLKSWAGEN
WILLIAM ARNOLD, Ltd.
VOLKSWAGEN distributors for S. Lancs. Cheshire and N. Wales.
SALES, spares, service.
DEMONSTRATION car available.
UPPER Brook St., Manchester, 13. Tel. Ardwick 4561 7. (0519/R)
COLBORNE GARAGE, Ltd., Ripley, Surrey.
BUY your new Volkswagen from the original specialists and main distributors: full service facilities. Tel. Ripley 2361. (0017/R)
DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities. Tel. 4211 (5 lines). (N1080)
273. London Rd., Staines. Tel. 4211 (5 lines). (N1080)
DE Luxe V.W. in ocean green, £689/12/6; immediate delivery; cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. (4323)

VOLKSWAGEN
DE luxe saloons, choice of three, finished in Sahara beige, black, pastel green; including purchase tax £689/12/6.
BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (N1083)
IMMEDIATE delivery, de luxe Volkswagen, choice of colours, terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (5791)
SOLE concessionaires Great Britain and Northern Ireland; cars available for immediate delivery.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St., London, S.W.1. Wnl. 9501. (0646)
YORKSHIRE county distributors can offer early deliveries and full spares and service facilities available.—Moorfoot Garage, Ltd., 598, Harrogate Rd., Leeds, 7. Tel. 685131 (3 lines). (0723/R)

WOLSELEY
EW
EUSTACE WATKINS, Ltd., sole London distributors: early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair) 5951. (N4046)
WIMBUSH for Wolseleys.
OFFER early delivery of 6/80; orders accepted for the 4/44 for early delivery.
C. W. WILKES, Ltd., 512, Marl Court Rd., S.W.5. Fremantle 8401. (N4056)
ROWLAND SMITH's for Wolseley.
IMMEDIATE delivery new 6/80 saloon.
ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)
MEBES & MEBES, Ltd. (Est. 1893), offer delivery Six-Twenty model, black, from stock; early delivery Four-Forty-Four.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (N5012)

WOLSELEY
THE WOODCOTE MOTOR Co., Ltd., Epsom.
WOLSELEY distributors for East Surrey; earliest deliveries 6/80 and 4/44.—Epsom 1234. (0008/R)
D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
WOLSELEY 6/80 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (N4009)
NEW Wolseley 6/80 saloon, finished in metallic chrome grey; including purchase tax £690/5/10.
BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (N1083)
WOLSELEY 4/40 and 6/80 saloons: immediate delivery.—Park Garage (Molesey), Ltd., Molesey 6199. (N3037)
JACK ROSE, Ltd., for Wolseley cars, offer immediate delivery of Wolseley 6/80 and 4/44.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. (N3056)
C. W. J. COLES (CROYDON), Ltd., official Wolseley agents, offer early delivery of 6/80 and 4/44 models; part exchange and hire purchase.—18, Blunt Rd., Croydon, Croydon 0074-5. (6016)
STEELE GRIFFITHS, official Wolseley agents; prompt deliveries; part exchanges with pleasure; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. (6045)
J. DAVY, Ltd. (official stockists).—For a selection of 6/80 saloons offer our buyer call and value your car for part exchange?—180-4, Kensington High St. (Wes. 9641) and 215 Brompton Rd., S.W.3 (Ken. 1106). (N1069)

MISCELLANEOUS CARS
ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Roots, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. (0012/R)
MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call phone or write Marston Motor Co., Ltd., Sta. 8000. (0713/R)

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE
SYNCHRO
VAUXHALL self-drive 1950/51, Wyvern 1952/54, Velox, heater, costs £5 (£16.80 U.S.) per week, winter 64 (£11.20 U.S.) per week, small mileage charge; alternative rates; radio, A.A., R.A.C., Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4106. (0636/R)
MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for.
SUREFLEET, delivery anywhere in England.
SUREFLEET, lowest rates in the trade.
SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1957. (0466/R)
IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5686. (0560/R)
IRELAND Self Drive.—Ryans, 53, Upper O'Connell St., Dublin, 7. Crofton Ave., Dun Laoghaire. (0877/R)
SMITH & HUNTER for self drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. (0458/R)
AUSTIN A40s, 70s, 90s, saloons or convertibles, drive yourself, low winter rates.—Triumph's Queensway, W.2. Bay 6415. (0636/R)
AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.1. Par. 9864-5. (0466/R)
LONDON's lowest rates. The private car chauffeur-driven hire service.—Lonlac (Vic. 7771-2). 1, Epsom Square, S.W.1. (0679/R)
HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. (0551/R)
WIMBLEDON CAR HIRE, self-drive specialists.—1951-53 Austin A30s, A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3534. (0811/R)
A FORD self-drive or chauffeur driven hire service with Zephyr, Consul or Prefect saloons, from £1 per day, also cheap unlimited mileage rates.
GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. (0091/R)
MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill S.E.23. (For. 2432.) (0679/R)
SELF-DRIVE post-war Morris, Austin A40, Morris Minors.—Rons Ltd., 3, Chaumet Rd., Peckham, S.E.15. New Cross 4103. (9064)
1953 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6426 and Bay. 8229 (Garage). (1296)
24 Hours from 80%, also new Zephyrs, Consuls, Oxfords, Somersets, etc., request tariff.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 2646/801. (0518/R)
EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 2 1/2 and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5532 and 9837. 290, Milkwood Rd., Herne Hill, S.E.24. (0663/R)
DRIVE-YOURSELF hire, post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 28, Upper High St., Epsom 9400. (M2001)
SELF-DRIVE.—Coming on leave, visiting Britain? Keenest rates, reduced charges, extended periods: 50 latest models.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0067-8-9. (0031/R)

CARS FOR HIRE
WM
WELBECK MOTORS, Ltd., offer the country's lowest rates for brand new (1953) 8hp self-drive hire cars; no mileage charge, no mileage limit; you just pay a flat rental and that is all—however far you go; one day, £1/15; 24 hours, £2/10; one week, £12/10; two weeks, £20; no other charges whatsoever.—Welbeck Motors, Ltd., 107, Crawford Rd., London, W.1. (near Baker St. Station) Welbeck 5991 (6 lines). Office hours: 8 a.m. to 6 p.m. (0631/R)
SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rea, 36, Mackenzie St., Tel. Slough 20501. (0132/R)
CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689 (0084/R)
SUSSEX MOTORS.—Self-drive or chauffeur-driven: 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2. (near Marble Arch). Pad. 5306 and Amb. 5023. (0569/R)
POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available; airports, stations, etc.—G. P. (Batham), Ltd., 2c, Baltham Hill, S.W.12 (100 yds Clapham South Tube) Bath 1107-8-9. (M2024/R)
OVERSEAS visitors: a fleet of 1952-3 Austin Drive-hire saloons for hire to drive yourself; send for illustrated brochure to Drive-hire Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drive-hire stations throughout Britain. Also available for home market. (0211/R)
5 days for £3 or £1 per day, 50 free miles per day or unlimited mileage; business or pleasure tariff on request.—Drive Yourself Hire Co. (London), Ltd., 306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493; 300, Grosvenor Place, Victoria, S.W.1. Slo. 9844; 33c, Kings Rd., Chelsea, S.W.3. Slo. 0444. (0507/R)
WILSONS CAR HIRE SERVICE.—New cars in perfect condition; self-drive from £1 per day 30 miles, or £5 a week, 210 miles, including petrol, oil, insurance, excess 4d per mile; overseas visitors can hire or buy with guaranteed repurchase price.—34, Acre Lane, S.W.2. Brixton 4011; 1, Dorking Rd., Epsom 3901. (0802/R)
LUXURY travel at low cost in Britain and Europe. 350 new Jaguars, Austins, Fords, from 17/6 a day with 35 miles free, excess 3d a mile, also unlimited mileage tariff; H.M.V. radios, heaters, roof racks, sun roofs, air conditioners; recommended A.A. and R.A.C.—J. Davy, 215, Brompton Rd., S.W.3 (Ken. 1108); or 8-9, Logan Place, Kensington, W.8 (Fre. 6000). (0401/R)
DO a "good deal" better with Carr Bros. on self-drive or chauffeur hire, best cars, best terms, with choice of tariffs from nearest of 5 branches.—Ger. 6678-9; Renown 6393; Uplands 4211; Hounslow 4606; Wallington 1006. Call/write Soho Garage, 21, Soho Sq., London, W.1. for particulars. Branch opposite London Airport. Head Office—Purley (Cables: "Carrbros, Croydon, Eng."). (M1044)
HIRE a car as private as your own from Victor Britain, the Car Hire Specialist; pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d a mile; all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London, W.1. (Tel. Grosvenor 4881); or 11, Gt. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). (0772/R)

DAY AND NIGHT SERVICE
PIRBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Purbright, Brookwood 2201/2. (2221/R)

EXCHANGE
RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the exchange specialists.
YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (0631/R)
ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.
ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential; cash repaid on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (M4018/R)
EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. (0036/R)

AGENTS WANTED
FIRST-CLASS selling agents
REQUIRED for a new specialty product with unique appeal to motorists, which is about to be marketed nationally with the support of an unprecedented advertising campaign (including a half page in the "Daily Express").
WRITE, giving full details of territory covered, to Managing Director, Box 3164. (6190)

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RADIOMOBILE accredited dealers, qualified mechanics are always available for car radio repairs.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0222/R)
MOTOROLA, world's finest motor radio; sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. (0419/R)
ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1937. (0162/R)
UNIVERSITY ELECTRICS, Ltd., 7, Hertford St., W.1. Gro 4141. Specialists in car radio, H.M.V. Radiomobile, Ekco, etc., expert installation and service for trade and retail. (0668/R)
SPEIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail all makes available. (0116/R)
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GROUT & Co. (COACHBUILDERS), Ltd., 2, Ilford Rd., Hammersmith, Riverside 1048.—All types of coachwork. (0509/R)
TICKFORD, Ltd., coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. Repairs executed of every description. (0460/R)
W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, reupholstering, trimming and conversions; special facilities for overseas visitors.—Mortlake Rd., Kew, Ric. 5625-6. (0548/R)

MISCELLANEOUS ADVERTISEMENTS

COACHBUILDERS AND BODIES

JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1062/R]

BUCKET seats, large selection including: Light steel frames 25/-, upholstered Vynide spring cushions £4; tubular framed from £4/15; light alloy frames, 14in 65-v 16in 65-v trimmed Connolly hide, Dunlopillo £8/15; back lights (rear windows) from 25/6; cycle type wings, steel and light alloy window channelling, aluminium sheeting, mouldings and sections, body fittings; stamp list—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071]

50in velour head lining, 7/6 yd.; Vynide leather-cloth, 7/6 yd.; 40in rubber-backed pile carpet, 32/6 yd.; 54in double felt, 7/6 yd.; bucket seats complete 45/-, shell only 25/-; new easyfit rubber window channel, 7d ft; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, headings, channels, windows, Perspex, trimmings, fittings, paints, etc., send P.O. 2/- and stamp—Wings, 195, High St., West Wickham, Kent. [M4061]

COACHBUILDERS AND BODIES

RONALD KENT (COACHBUILDERS), Ltd., the specialists in accident repair work, offer courteous and efficient service combined with really economical prices, for all types of motor body repairs, renovations, cellulosing and trimming.—Coalwharf Rd. (first turning left out of Shepherds Bush Central Line Station), Shepherds Bush 2231. [M0212]

CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1.—Deferred terms; booklet sent. [M0894/R]

LAMPS, ETC.

YELLOW head lamp bulbs for Continental driving available for most makes.—Beverly Motors, Alric Ave., New Malden, Malden 4403. [M1528]

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R. & J. PARK, Ltd., 145/5, Fenchurch St., E.C.3. Mansion House, London. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. [M0630/R]

PACKING AND SHIPPING

THE MOTOR PACKING Co., Ltd., London Colney, Herts. (Tel. 5146), specialists with 40 years' experience in packing and shipping, can make your landed costs by their C.E.D. methods, collection and delivery f.o.b. or c.i.f. Branches Coventry and Liverpool. [M0506/R]

PATENTS, EXPERIMENTAL WORK

J. E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham. Handbooks free. 1953/4 [M0506/R]

TUITION

AUTOMOBILE Engineering—Whole-time technical and practical training, leading to executive posts in the sphere of design, development, experimental work, operation maintenance, repairs, sales. Extended courses to prepare for A.M.I. Mech. Eng., A.M.I. E. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0021. [M0536/R]

PARTS & ACCESSORIES, REPAIRERS, ETC.

AXLESHAFTS

ELEPHANT MOTORS, Ltd., Axshafts, London's largest stockists for all makes. Can we help you? CROWN wheels and pinions; large stock for most makes, new and second-hand; 97-103 Newington Causeway, London, S.E.1. Tel. Hop 3262. [M0609/R]

WEST LONDON REPAIRS Co., Ltd., Wim. 6316/7. Front axles and rear cases, torque shafts, torsion bars, etc., straightened and heat treated.—35a, High St., Wimbledon. [M0586/R]

ALL types crown wheels and pinions, and axshafts, available, new or second-hand; parts despatched c.o.d.; satisfaction guaranteed or cash refunded.—W. Machant & Son, Lockford Lane Garage, Chesterfield, Tel. 4615. [M5629]

BATTERIES, CHARGERS, ETC.

STORAGE batteries—Finest possible specifications, dry, uncharged, 12v 75ah, heavy duty, 19 plates, separate cells, in hardwood cases; £7/7/6, delivery 9/6.

12v 22ah, almost similar specification, surprisingly

6v 150ah extra heavy duty, 25 plates, separate cells

6v 90ah, 15 plates, hard rubber cells also suitable

6v 10v, for cars, tractors, lorries, etc.; £5/7/6, delivery

7/6—Below

CHARGERS—10amp 12/4 or 24-volt heavy duty

selenium, metal rectifiers, input 220/250v A.C.,

fullest adjustments on both sides; 12/12/6, delivery

10/-—

TEDDINGTON ENGINEERING Co., Ltd., Dept. "M,"

High St., Teddington. [M0368/R]

50/-—Brand new 6-volt batteries; 12-volt, 95/-;

guaranteed—Westbury Garage, Westbury Ave.,

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47/6—Battery prices down again! 6-volt 9-plate

47/6; 6-v 11-p. 56/6; 12-v 9-p. 92/6—

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5769. [M0828/R]

BATTERIES!!! Super quality, brand new, guaranteed,

6-volt 60-amp, 55/-; 12-volt 60-amp, 110/-; cur-

age extra; complete stocks, lists free—Young's, 32,

Tooting Bec Rd., London, S.W.17. Balham 7791. [M0925/R]

BATTERY plates, machine pressed, highest quality,

smooth and standard—Send your enquiries to Oak-

ley (Wolverhampton), Ltd., Horseley Fields Battery

Works, Wolverhampton. [M4665]

BATTERIES—Part exchange your old battery for new

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one year; immediate exchange service, no waiting; bat-

teries hired, tested, properly charged and repaired;

R.A.O. appointed, hours 8.30-5.30, Saturday 1 p.m.

Trade enquiries invited—Speedway, 3, Marlane St.,

Shepherd's Bush, W.12. Elex. 4224; also behind 96,

Upper Wickham Lane, Wellesley, Kent. Tel. Woolwich

4356. Early closing Wednesday. [M681]

BRAKES, CABLES, ETC.

BRAKE cables.

BRITAIN'S most comprehensive service; any make

supplied from stock, genuine Bowden materials.

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BRAKE cables, reconditioned as new, trade enquiries

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—A. J. Browning, Dart St. Works, Dart St., Lon-

don, W.10. Ladbroke 3841. [M014/R]

CAMSHAFTS

CAMSHAFTS, worn or damaged cams built up and reground to original profile and life.—Moore & Ellis (London), 1946, Ltd., 87, Scoresby St., London, S.E.1. WAT 7261. [M0262/R]

CARBURETTORS, ECONOMISERS

GLENZITH carburettors.

STROMBERG and S.U. carburettors.

GOWER & LEE, Ltd., supply new and replacement

units; parts and service at Central London Depot.

Gower & Lee, Ltd., 1-2, Thornton Place, York St.,

Baker St., W.1. Welbeck 6828 (3 lines). [M0835/R]

S.U.

CARBURETTORS and pressure pumps.

SERVICE, tuning, repairs.

SOLE distributors

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Common Lane, Acton, W.2. Shepherd's Bush 5361

(4 lines). It will be appreciated if you will phone for

an appointment. [M0635/R]

COX-ATKINS economiser ensures more power and re-

duced engine wear.—Cox-Atkins Motor Products, Ltd.,

24, Widney Rd., Knowle, Birmingham. [M0594/R]

CARBURETTORS, ECONOMISERS

W. WATSON & Co. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7080 (10 lines). [M0103/R]

OFFICIAL S.U. and Solex agents; large stocks of

private and commercial, new and replacement

S.U. and A.C. fuel pumps; prompt postal service.

ZEMITH, Solex, S.U., new and replacement units and

spares.—John A. Sparks & Co., Main Distributors,

Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines).

S.U.—Official service depot.—Carburettors and petrol

pumps reconditioned by return of post; rapid tun-

ing service.—Poland, 1122. [M0353/R]

MOSS & LAWSON, Ltd., 1076-1096, London Rd.,

Thornton Heath (2 minutes Norbury Station).

BAKERS MOTORS (LONDON), Ltd., Tel. Balham

6666, authorised main S.U. stockists, and fitting

station.—409, Balham High Rd., S.W.17. [M0525/R]

VOKES Gasmaster for increased mileage; prices of

all models, 14/6; easily fitted; trade and retail

supplied.—Comerford, Ltd., Oxford House, Portsmouth

Rd., Thames Ditton Surrey. Emb. 2325/4. [M0575/R]

TWIN carburettor units for 25% increase in power,

only 3/6 extra petrol.—Derrington assemblies for

Austin A30, Minor obj. £17/10; Ford 8 and 10, £25.

Minor sv, Morris Oxford, 750 Renault, £26; other types

being developed; stamp list.—Derrington, 159-161,

London Rd., Kingston 5621-2. [M1071]

OFFICIAL Zenith, Stromberg, Solex and S.U. agents;

largest stock of carburettors and spares in the

North; conversion sets for American cars, flexible petrol

pipes and air filters, prompt attention to postal en-

quiries.—Lime St. Garage (L'pool), Ltd., 50, Lime St.,

Liverpool, 3, Royal 3232-33. [M0252/R]

Carburettors, Economisers

WANTED S.U. carburettors, 1in to 2in, all types; also S.U. 6 and 12v pumps, working or suitable reconditioning, singles or quantities.—Parker Autos, Buckholt, nr. Monmouth. [M1629]

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WOOL pile and rubber carpets tailored to your car. Jack Barclay (Service), Ltd., Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1062/R]

WOOL pile and rubber-backed carpets, ribbed Har-

dur and rubber mats, link mats, tailored to fit all

models, popular colour range; state model, hp, year.

UPOLSTERY covers, travel rugs, luggage covers and

Octopus straps, prompt delivery, carriage paid.

THE CAR MAT CO., Ltd. (Est. 1930), 16, Colville Rd.,

Westbourne Grove, London, W.11. Bay. 6262/5.

10164/R

CAR COVERS

"SILVERNOIL" car covers, new process silver sheet-

ing, 100% waterproof, welded seams, reinforced

eaveletting, 9ft x 8ft, 27/6; 12ft x 9ft, 37/6; 15ft x 12ft,

58/6; 18ft x 12ft, 77/6; post 2/-. Heavy cotton duck

sheet, rubber back, waterproof, untearable, eavelet-

ting, 6ft 6in x 7ft 6in, 50/-; 15ft x 7ft 6in, 60/-; 18ft x 12ft,

140/-; 19ft x 13ft, 150/-; post 2/6. Dust sheets, made

from superfine parachute material, complete cover for

8-12hp, 40/-; 12-50hp, 60/-; post free.—H. C. Briggs,

88, Forest Rd., Walthamstow, London, E.17. Larkwood

2705. [M0521/R]

CHROMIUM PLATING

HEADLAMP reflectors heavily electroplated, 100% silver, mirror finish guaranteed, 5/9 each; returned day-received, send P.O.—R. E. Packer, Lion Place, Clifton, Bristol. [M0908/R]

HEADLAMP reflectors resilvered, 7/6 each, plus

p. & p. 1/-; cash with order; 24-hour service; trade enquiries invited.—Marshall Beresford, 18, Boston

Place, Marylebone, N.W.1. Pad. 5995. [M0032/R]

REFLECTORS resilvered and crystal lacquered, giving

50% more brilliance; returned same day; 7/6 each,

postage and packing 1/- c.w.o.—Turner, 167, Seymour

Place, London, W.1. [M5637]

CUT your plating costs on rechroming all car fittings; highest quality finish for over 50 years; keen prices; trade enquiries invited.—T. Smith & Co., Ltd., Edd. 1895/35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. [M0945/R]

CLOTHING, ETC.

CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at

keenest prices.—395-921, Fulham Rd., London,

S.W.6. Renown 6174. [M15795]

CRANKSHAFTS

STOCKS & SON, Ltd.

RECONDITIONED crankshafts, with bearings, for sale or exchange; most makes in stock, private and commercial.—Bal. 4925, 11, Balham Grove, S.W.12. [M0765/R]

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REPAIRED without distortion by electrodeposition at 60° Fahr.; no dismounting; accept for internal fracture; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Plafamvold, 4a Loftie St. S.E.16 Bermondsey 1489. [M0020/R]

CYLINDER GRINDING, ETC.

LET us rebore your car on your own premises, supply pistons any distance.—Phaser & Sons, 43a, Brook-lynn Rd., Woolwich, S.E.18. Wool. 4657/6866. [M0763/R]

ENGINES rebored on your premises without removal from chassis, Van Norman process Hepolite piston.—Mayeroff Motors, 24, Lynton Rd., Hornsey, N.8. Mounview 4871. [M0037/R]

FORD first-class service and outstanding workmanship—Hamilton Motors (London), Ltd., 466-468, Edgware Rd., London, W.2. and 169-171, Harrow Rd., W.2. Paddington 0042 (12 lines). [M0906/R]

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearing regrinding, valve insert grinding, surface grinding.—32-34, Bensham Lane, W. Croydon. Thornton Heath 4126. [M0510/R]

STANTON & SWEET (Battersea 2342/3)—Crankshaft grinding and cylinder boring, piston and wearing stockists, specialists in overhaul of diesel engines, on rods remanufactured, line boring of main bearings, surface grinding and valve inserts fitted.—228, Garratt Lane, W.18. [M0829/R]

PRECISION super finished rebored with best pistons complete Austin 7 72/-, popular 8/10hp £5, 4-hr. service, exchange crankshafts stocked; surface, crankshaft grinding, remanufacturing, drums machined from 3/4, Rowley & Louis, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. [M0829/R]

J. AUSTIN & SONS, Ltd., specialists in cylinder boring and sleeve, crankshaft grinding, line boring, on rods remanufactured, 24-hour service, valve insert grinding, cylinder heads refaced, all types of engines reconditioned, including diesel; collection and delivery, trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elex 6254-4. [M0005/R]

CYLINDER HEADS

SILVERTOP cylinder heads, H/c light alloy develops up to 25% more power and performance; fit one to obtain the best from Premium fuel; for Morris 8, 9, 1 and 11, Ford 8 and 10 (spigot dynamo), £8/10; Ford 8 and 10, platform dynamo, £9; Morris 8, 9, £9/10; Minor, £10/10; Minx and T-10 (ev), £10/10; stamp list.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071]

DYNAMOS

PRIDE & CLARKE, Ltd., for new and second-hand dynamo, starters, starter batteries, lamps.—88, Well Rd., S.W.3. BR. 6251. [M0736/R]

ELECTRICAL EQUIPMENT

COUNTRY house diesel light and power plants, specialists 2 to 2kva, separate dynamo, alternators or engines; lists free.

POWERCORP, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 3234 (10 mins. Waterloo). [M0630/R]

CLARE'S MOTOR WORKS—Second-hand and reconditioned dynamo, exchange of dynamo, starter batteries, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27. [M0149/R]

DYNAMOS, starters, distributors, magnetos, repairing and replacements; armatures rewound; electrical replacements available; complete rewiring all electrical repairs.—A. J. Browning, 75, Lancelotti St., London, W.10. Lad 3841. [M0690/R]

ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.

IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp V.8 30hp, V.8 32hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines, exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and connecting rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elex 6254-4. [M0006/R]

ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested, guaranteed six months.

PARTS AND ACCESSORIES, REPAIRERS, ETC.

ENGINES AND ACCESSORIES

ENGINE bargains—Morris 8, series 2 and 3 Austin 8 and Vauxhall 10: £15 each.—Snow's, 461, Lea Bridge Rd., London, E.10. Ley. 5496. [0542/R]

STOCKS OF BALHAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Austin, Commer Q4—Tel. Bal. 4255, 11, Balham Grove, S.W.12. [0764/R]

ROLLS-ROYCE and Bentley engines. Jack Barclay (Service), Ltd., officially appointed repairers, will be pleased to overhaul your engine and in some cases supply replacements.—Davies St., Chelsea, S.W.3. Flaxman 2225. [M1082/R]

BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engine for Austin Big Seven, 5hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial; Morris 5hp 12hp and 10cwt vans; Standard 5hp; your old engine taken in exchange, please quote car numbers. [0657/R]

BLACKBIRD HILL GARAGE, Ltd., Kingsbury, W.3. Colindale 6134-5-6. [0657/R]

EXCHANGE engine service to the trade, Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed, exchange and outright sale.—Capital Garage & Engineering Co. Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 3466/7. [0274/R]

RECONDITIONED exchange engines for Austin, Hillman, Morris, Singer, Standard, Vauxhall, Wolseley; any make of engine reconditioned, quick delivery; keen prices, high-class work.—Edwards Engineering Co. Ltd., Great West Rd., Brentford, Tel. Chiswick 7751-2-3-4. [0196/R]

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GUARANTEED reconditioned replacement engines, Ford 9-10, 418/10; Morris 8, Standard 8, Austin 8, 222/10; Hillman 10, Austin 10, Vauxhall 10 and 12/4, 227/10; Ford 22 50, 32 £40; Vauxhall Velox £42/10. A40 £30.—J. G. Culver & Co. Ltd., Eastern Ave., Romford, Tel. 2552/2553. [0055/R]

GARAGE EQUIPMENT

TIRE-CUTTING machine.—Auto Engineering, Willsons Rd., Ramsgate. [15935]

AIR compressors.—Rymatic single-cylinder two-stage 2½ cu ft 800lb, £5/17/6, delivery 3/6; Reavell or Broom & Wade 100lb 32 cu ft, or 400lb 12 cu ft, both £27/10, delivery 20/-; complete mobile compressor plants from £69/10 to £85, at works; air storage tanks from £12/6, and other air accessories. [0369/R]

TEDDINGTON ENGINEERING CO., Ltd., Dept. "M", High St., Teddington. [0369/R]

GEAR AND STEERING BOXES

HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares. [0659/R]

R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Upduns 3637. [0659/R]

STEERING boxes reconditioned or exchange, nuts sold singly or made to pattern (fitter with steel bush).—Foxley Garage, 1a, Elliott Rd., S.W.3. [4556]

PRESELECTION gear boxes as fitted to Daimler, Armstrong Siddeley, Riley cars, etc.; repairs and adjustments.—A. C. Engineering, Ltd., 169, Fulham Rd., S.W.3. Kensington 7901. [0121/R]

19/6—Steering nuts for all types of cars including the following from 19/6: Ford, Hillman, Singer, Standard Rover, etc.; steering boxes reconditioned.—Wibben, 14, Belham Hill, S.W.12. Battersea 3280/3769. [0744/R]

RECONDITIONED exchange gear boxes for most makes from stock; speedy repair service, spares supplied, trade accounts.—Ken Spares & Motor Engineers, 5-7, Penbridge Mews, London, W.11. Baywater 0377, 8314. [4753]

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TV without mains—picture equal to mains supply; as supplied to the B.B.C.; special Cheshorehouse AG/DO petrol-electric generators, self-starting, self-contained, constant voltage 220/250, 50/60, 250/500 watts; will also run radios, vacuum cleaners, small toasters, etc.; DO output will charge batteries for permanent lighting. £47/10, delivery 10/-.—TEDDINGTON ENGINEERING CO., Ltd., Dept. "M", High St., Teddington. [0761/R]

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DELCO-REMY motor heater, universal model 51006, 6-volt, absolutely new; £9 or reasonable offer.—Tel. Tudor 1731. [6057]

CAR heater comfort and safety assured by fitting a Delaney Gally heater, suitable all makes.—Particulars from Delaney Gally, Ltd., Edgware Rd., Cricklewood, N.W.2. Tel. Gladstone 2201. Open Saturdays. [0699/R]

HOODS, SCREENS, CELLULOSE, ETC.

FREEMAN hoods, re-covers, upholstery, carpets, side-screens, tonneau covers specialists.—Freeman, 108a, Park Rd., N.1. Bole Bridge Rd., Acton, W.3. Chelmsford 1075/R. [0075/R]

TICKFORD Ltd., coupe specialists, estimates given for re-covering hoods and all coachwork repairs.—8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [M4029]

CAR hood and seating specialists, tonneau covers, side-screens, envelopes, etc.—Connell Bros., 693, High Rd., London, E.10. Leytonstone 7223; also Lab 2606. [0107/R]

"SPRAYING Handbook" Revised Ed., covers all types of painting, plant and estimating, etc. 3/6; paints, cellulose and allied sundries, 1953, list free.—Leonard Brooks, 19, Oak Rd., Harold Wood, Romford, 7119. [0765/R]

RECELLULOSING by specialists.—Jack Barclay (Service), Ltd., the Rolls-Royce repairers, will be pleased to quote for your car whatever the make, also trimming, including wire hoods.—Davies St., Chelsea, S.W.3. Flaxman 2225. [M1082/R]

PILCHERS, 314, Kingston Rd., Wimbledon Chase, London, S.W.20. Liberty 2350. Body repair and painting work by all processes, private and commercial. Trade enquiries invited. Estimator will call without obligation. [0745/R]

HOODS, SCREENS, CELLULOSE, ETC.

COUPE trimming service, hoods, side-screens, etc.; vintage car specialists; retrimmed in makers' styles; our 25 years' experience is at your service.—Knights, North St., Carshalton. Wallington 6567. Sat. 6 p.m. [6815]

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FRONT suspension unit service, exchange for Vauxhall (all types), Opel, Chevrolet, Packard, Chrysler, Buick, Pontiac and other makes of American and Continental cars; quick service and Delco Loveloy American-type shock absorbers. [0151/R]

LANKAR AUTO ENGINEERS, 256-262, Lankar Rd., Maida Vale, London, W.9. Tel. Maida Vale 4475. [0151/R]

FORD Anglia, Prefect and Popular owners can enjoy greatly improved suspension, too, holders, comfort and safety by fitting the Nordex independent front suspension conversion; price £26/10; immediate delivery.—Full details from North Downs Engineering Co., Westway, Caterham, Surrey. [0189/R]

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INVINCIBLE policies for 2, 3, 4, 6 and 12 months. [0444]

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DEFINITELY the best premium quotation obtainable.—Daren Insurance, BCM/Economy, London, W.C. [0444]

COMPETITIVE premiums for vehicles of any year; instalment or annual premiums.—Jones (Brokers), 55, North St., Romford. Tel. 7521. [0807/R]

UNBEATABLE Rates—Sports, Old Cars, Learners welcomed.—Beak's Brokers South Woodford, E.18. (Buckhurst 3308). [2621]

BENNETT & SONS, Insurance Specialists, keenest rates, immediate cover, instalments, quotations by return.—49, Queen Victoria Rd., Coventry 61734. [5178]

BRACKPOOLS—Low rate, immediate cover, short period terms, easy payments, stamped approval envelope.—228, Stanstead Rd., Forest Hill, S.E.23. [0459/R]

CHEAPEST rates.—Premium payable monthly, quarterly or annually.—J. A. Harrison (Brokers), 13, 7 & 8, Union St., Birmingham, 2, Midland 2917-2. [0428]

SAVE time and money by using our special 33½% FIVE YEAR CLUB Motor Insurance Scheme; quotations by phone or return of post, write call or phone. [0556/R]

MOFFATT & Co., 796, High Rd., Tottenham, N.17. Tel. 2003-5. [0556/R]

REDUCE motoring expenses, 10hp from 51/4 yearly, country, N.C.B. quotations, free, all leading companies represented.—Fisher & Co., 7, The Parade, Hounslow West. [0890/R]

DEFENCE, Ltd.—Lowest first payment; longest deferred terms; cover on demand or return post, prompt service.—740, Barking Rd., Plaistow, London, E.13. Granwood 6089. [0604/R]

RAYMOND WAY Insurance office can arrange your motor policy, quotation by return; immediate cover.—Write call or phone, Canterbury Rd., Kington, N.W.8. Maida Vale 6034 (10 lines). Open till 7 p.m. 6 days a week. [0832/R]

IMMEDIATE cover and lowest terms available for all types of motor vehicles; usual bonuses and discounts; special hire-purchase protection, insurance for sickness and unemployment to cover the full period of your hire-purchase agreement, etc.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6351. [0737/R]

LIQENCE and insure your car in five minutes at Mecca (Brokers), Ltd., 217, Westminster Bridge Rd., S.E.1 (opposite County Hall Motor Licensing Dept.); lowest rates annual or short period policies, instalments immediate cover for any make, any age; best terms obtained for any class or risk. Waterloo 6075. [0652/R]

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LOOSE covers perfectly tailored in super quality Bedford cord, available for over 150 different cars, 1933 to 1954. [0574/R]

WE guarantee to save you money; example, Ford covers, Popular, Anglia, Prefect, £25/19/6; Consul, Zephyr, £27; all other covers at comparable prices; quality and fit guaranteed.—Samples gladly from Quinn Crossways, Hextable, Swanley, Kent. Swanley Junction 2403. [0538/R]

AUTO-STYLE tailored seat covers all cars, speciality service Bentley, Daimler, Rolls, etc.—Industrial Cover Co., 22, Queen's Mews, Salem Rd., W.3. Bay 7119. [0765/R]

CAR-COVERALL, Ltd., for fine loose covers, excellent materials, perfectly tailored; sample on request; write or tel.—Car-Coverall, Ltd., 168, Regent St., London, W.1. Monarch 1601-3. [0048/R]

FORD tailored loose car covers, Anglia, Prefect, woollen tarian £2/10, de luxe heavy Bedford cord £6/6; Consul, Zephyr, Bedford cord, £7/5; also Austin, Morris, Vauxhall, Hillman, Mayflower; save 50% open Saturday mornings.—E.C.S. Ltd., "A" Dept., 52/55 Fitzroy St., London, W.1. [0571/R]

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THOSE attractive felt and also all-wool Scottish tartan covers you have so much admired are individually tailored by Karobes for the discerning motorist. If you will kindly write or phone to: KAROBES, Ltd., Unitas House, 24-25, Livery St., Birmingham (Central 6557/8), we shall be pleased to let you have full particulars. Trade inquiries invited. [0148/R]

MACHINERY AND TOOLS, ETC.

COMPLETE metal spraying equipment for sale, all metals; at present in use on crankshaft journal building up, comprising Metco 2E spraygun, 40 cu ft. compressor, motor and starter, air cleaners and some quantity of spraying wire; any demonstration given; price new, £580; price required, £275.—Apply: TILMSLEIGH MOTOR & MARINE ENG. WORKS, 1, Scarborough Drive, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 76973. [3249]

MAGNETOS

CLARE'S MOTOR WORKS—Magneto, dynamo and starter exchange service.—500, Knights Hill, West Norwood, S.E.27. Gipsy Hill 0152. [0298/R]

MISCELLANEOUS

CHAMOIS leathers (whole skins) 8/9, 10/9, 12/6, 15/- each, c.w.o., carriage paid.—W. O. Snape, 208, Ewell Rd., Surbiton, Surrey. [15364]

SAFETY First! If you have three years' clean driving record, write P, Private and Commercial Drivers Association, Cambridge Arcade Buildings, Sheffield, 1. [6082]

ENQUIRIES from established motor dealers for hire or purchase facilities for new and used motor vehicles in the following counties are invited, Hertfordshire, Essex, Bedfordshire, Suffolk and Cambridgeshire.—Write M. Fraill, 7, Orchard Rd., Bishop's Stortford; or tel. 1165. [6168]

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KIRTON, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps, exporters and factors of new war surplus and second-hand components and accessories write us for everything. [0420/R]

BROOKS OF EDENBRIDGE, Now dismantling:—

ALVIS 12/60, Chevrolet 1938, Wolseley 9, Rover 14, Bianchi 12, Daimler 2-litre, Hudson 17 and 22, S.S. Airline, Rolls 20, Rover 10 and 12, and many others; open all day Saturdays. [01084]

LET us have your enquiries; we have been dismantling vehicles for many years and we may have that part you require. [01084]

G. BROOKS (MOTOR COMPONENTS), Ltd., Station Rd., Edenbridge, Kent, Tel. Edenbridge 3289 and 2372. [01084]

RAYMOND WAY for Bond spares of all types; free advice to all Bond Mincar enthusiasts. [0834/R]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, Connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0834/R]

CONWAY OF ACTON, spare parts for all vehicles; dismantling this week:—

1934—Lanchester 20, 1938 Singer 9 sports; 1935 Studebaker Dictator; Standard 9, 10, 11 and 14, etc., etc. [01694/R]

TEL Acton 1748, 19, High St., W.3. [01694/R]

HARLINGTON SPARES & ENGINE SERVICE, 239, Staines Rd., Hounslow, Middx. Tel. Hounslow 5668. [0668/R]

LARGE stock of new and second-hand spares; also reconditioned engines on exchange basis. [0050/R]

SNOW'S for second-hand spares, all popular makes, 1930-53.—Snow's, 481, Lea Bridge Rd., E.10. Leytonstone 3496. [0334/R]

GEARBOXES, engines, differentials reconditioned; parts supplied.—Blaker & Dart, Newland, Lincoln 11079. [0109/R]

AUTO SPARES, 42, South Lane, New Malden, dismantlers for 20 years, have large stock of new and second-hand pre-war spares.—Tel. Malden 1695. [0013/R]

RENAULTS spares, all models.—Welham Renault Sales & Service, Surbiton Rd. Surbiton, Elmbridge 1873. [M4070/R]

VOLKSWAGEN—New lot of genuine spares, suit specialist, cheap.—Maida Vale 1331, 20, Lonsdale Rd., London, N.W.6. [0828/R]

SINGER—Gordon Cars (London), Ltd., the London Singer Distributors for all spares.—St. Albans Lane, Golders Green, N.11. Speedwell 4701-2. [0060/R]

CARLTON FORGE for service, specially in roasting and tempering springs, 4 days' service.—Edgware Rd., Cricklewood, N.W.3. Gladstone 2242. [0377/R]

SINGER spares, all types recon, steering boxes, distrib. gears, many other spares in short supply.—Murphy of Mortlake, 17, Sheen Lane, S.W.11. P.O. 3303. [0496/R]

MORRIS Minor, 1929-34, all essential spares; exchange assemblies.—John Wrigley, Station Garage, West Hounslow, Tel. Hod. 5163. [4547]

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CRUICKSHANK Morris 8 and 10, 1935/39, etc., £6/15 set overhauled and rebored, etc.—Barnes Garage, Wellesley Ave., Paddenswick Rd., W.6. Riv. 2644. [M3054]

AL accessories incl. Tapley meters and full range of motorists' needs; see our comprehensive stock.—R. Martin, Standard House, Highgate Village, N.6. Mou. 3413-4. [0408/R]

HAVE you tried Chesington Salvage Co., Ltd. yet? Our stores may hold the spare you require.—Church Lane, Chesington, Surbiton, Sy. Tel. Epsom 4226. [0051/R]

PARTS AND ACCESSORIES, REPAIRERS, ETC.

PARTS AND ACCESSORIES

ELEPHANT MOTOR CO., Ltd., for pistons, valves, swirl pins and bushes, bearings, clutch and brake lining, replacement parts for most makes; full range of accessories; send us your enquiries.

FRUITE timing gears for Alvis, Delage, Humber, Hudson, Hotchkiss, Lagonda, Morris, Isle, Lea-Francis, Opel, Riley 9, Singer Junior, Studebaker, Sunbeam-Talbot and various other makes—97-103, Newington Causeway, London, S.E.1. Tel. Hop. 3582. [0773/R]

MORRIS Minor spares, 1929-44, crown wheel pinions from £5 pair; clutch plates, 16/- each.—Derrick Cannon Spares, 18, Northdown Hill, Broadstairs, Thanet SS20 999. [15625]

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HILLMAN, Humber, Sunbeam-Talbot exchange units and parts service engines, gear boxes, differential units, prop shafts, front axle assemblies, radiators, etc.—1936-47.—Hadley Green Garage, Ltd. Barnet 0910. [10352/R]

ANGLO-AUTO ACCESSORIES, Ltd.—All types of powerful horn in stock, musical horns, 6- and 12-volt Windtone; write your requirements.—11, Great Queen St., London, W.C.2. Tel. Holborn 4465/8. [0266/R]

M.G. Wolsley, etc., handsurfaced rockers 6/-; exchange bushes 6/-; shafts from 7/6; most spares, second-hand spares wanted.—Thomson, 104, Kingston Rd., Wimbledon S.W.19. Liberty 8448. 1 till 2, after 7. [02406/R]

CLARE'S for spares, all popular makes, second-hand and new, large stocks; car breakers for over 50 years; quotations by return; approval.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Clippy Hill 0153. [02618/R]

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The Humber specialists, all spares new and second-hand for Humber, Hillman, Commer, 1939-1949, and W.D. models, new and second-hand gear boxes Super Speed high-speed diff. units, all parts for 4-wheel drive.—Hadleigh Garage, Maripit Lane, Coudon, Surrey. Upand 5377. [0420/R]

SPARES for your car, axleshafts, over 60 types; crown wheels and pinions, over 50 types; silencers, new, almost half-price; remoulds without cases, all sizes; good part-worn tyres, cheap; wheels, Escaiclan £1, wire 10/-; anti-freeze, 2/6 per pint; everything in the motor line.—York St. Motors, Ltd., Tel. 28379, Corner of York St. and Marsh Lane, Leeds. [5378]

1200 vehicles being dismantled, of all makes, years and models, available for immediate dispatch, crown wheels, springs, axleshafts, engines, valves, wheels, dynamo, windscreen wipers, silencers, stub axles, etc.; all enquiries promptly answered; quotations by return post; parts dispatched c.o.d.; satisfaction guaranteed or cash refunded.

W. MACHENT AND SON, Lockford Lane Garage, Stonegrave, Chesterfield, Chesterfield 4615. [5353]

BURT'S MOTORS have huge stocks of new and second-hand parts for all makes of cars, including Austin, Buick, Chevrolet, Chrysler, Dodge, Ford, Hillman, Hudson, Packard, Rover, Standard, Sunbeam-Talbot, Vauxhall and Wolseley, etc.; bearings, gaskets, king pins and electrical equipment, etc., and business appliances, 2-litre, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 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BUSINESS & PROPERTY, SITUATIONS, BOOKS

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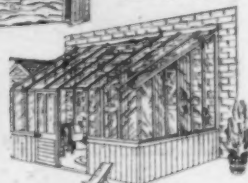
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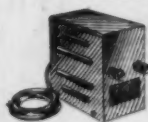
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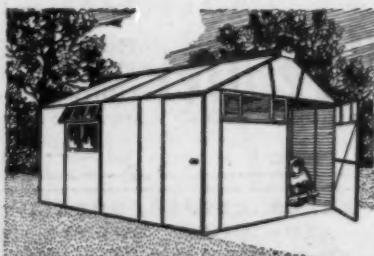
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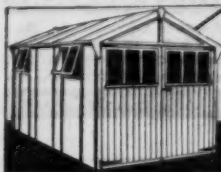
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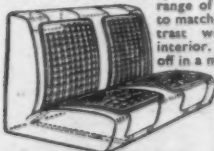
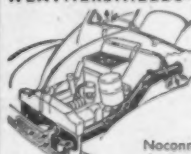
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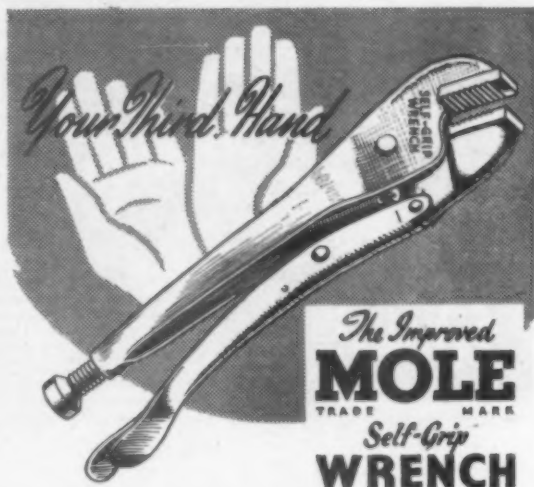
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